GN Cools Diesels with Boiling Water

February 9, 1959

RAILWAY AGE *weekly*

↑ CPR's Crump: "The fireman's case is closed."

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How CofG machines do the job

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Low dosage — usually a small fraction of that of other "apply dry" formulations — is a big advantage you get with H-174. And it's easily explained: Nalco H-174 has an unusually high concentration of powerful killing ingredient. *You get much more killing power with much less chemical to transport and apply!*

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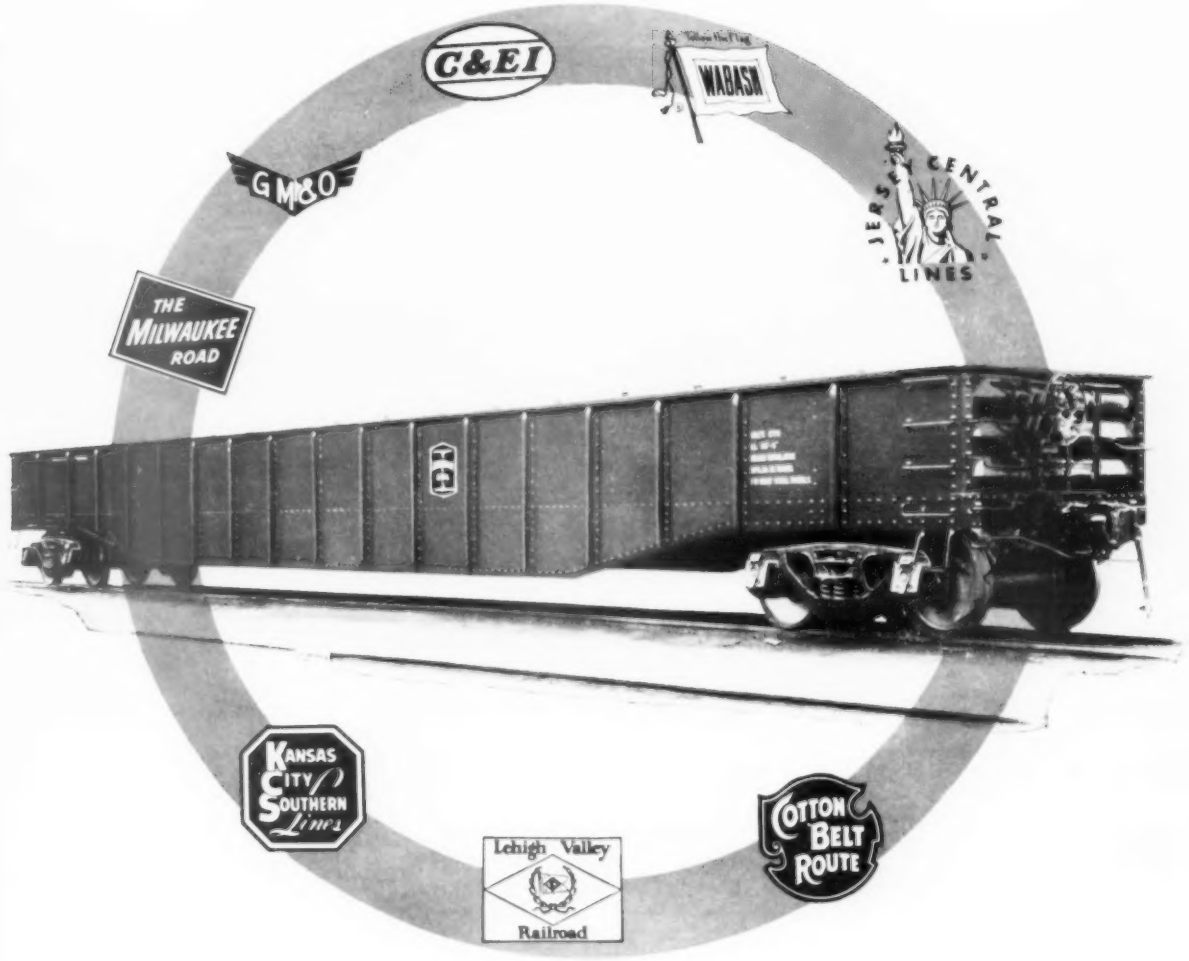

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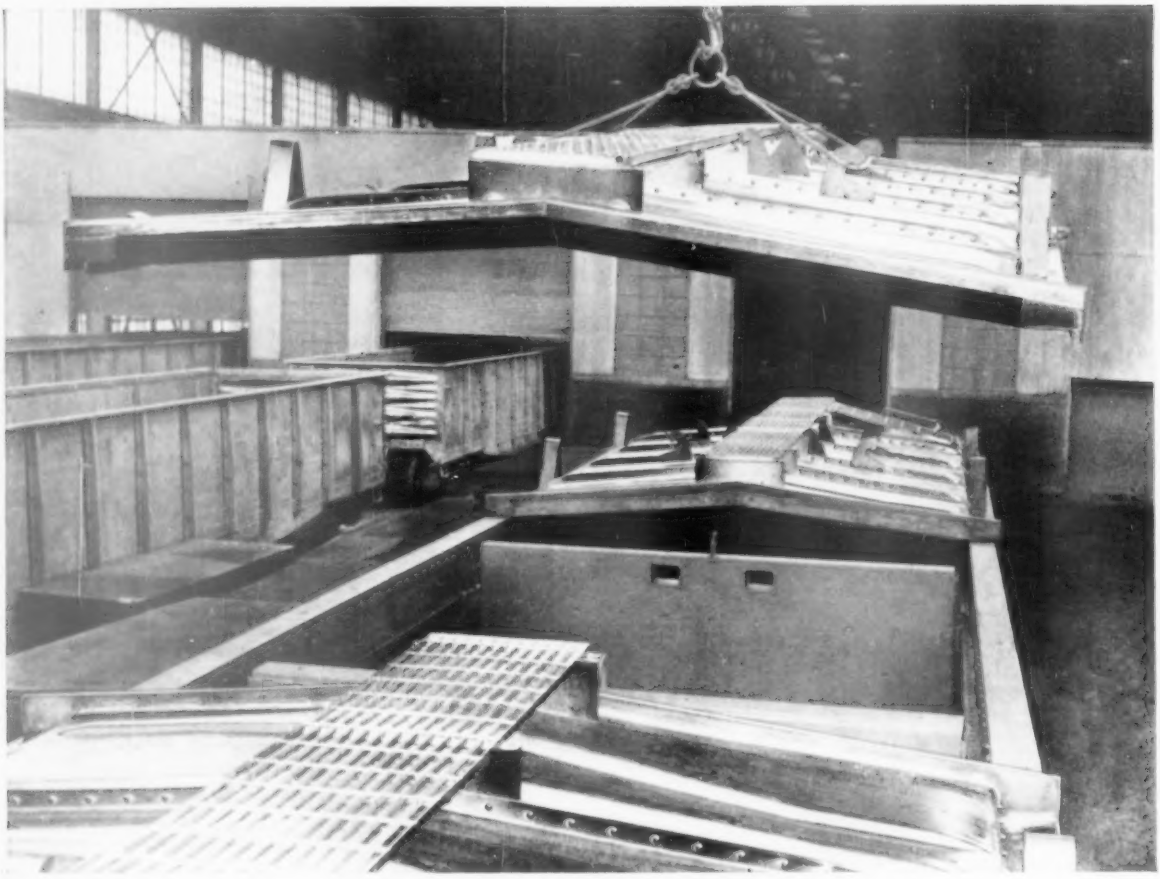
Here's **STANDARD'S** *responsibility to the railroads at work...*



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Strength and rigidity to stand up under repeated handling is the feature of Standard's Removable Gondola Roof. It is built in three sections which permits stacking where dock area is short. Each section is easily picked up by rope slings, fork hooks or sheet pack lifters. On the car, the sections lock securely in place providing a strong, rigid roof with 100% protection of valuable lading such as metal sheets, coil and tin plate under all weather conditions. Your savings are measured in reduced lading losses and added customer good will.

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CHICAGO, ILLINOIS · NEW YORK, NEW YORK · SAN FRANCISCO, CALIFORNIA

RAILWAY AGE *weekly*

February 9, 1959 • Vol. 146, No. 6

Week at a Glance

Departments

Railway Age, established in 1856, is indexed by the Industrial Arts Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

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Car shortage fears mounting ..... p. 9

With 8.6 per cent of the nation's freight cars unserviceable, many shippers fear that current repair programs may be "too little, too late." Here's the coast-to-coast freight car outlook, as reported exclusively to Railway Age by shipper board chairmen.

CPR is firm on the fireman issue p.12

The "firemen off" rule will not be reconsidered, N. R. Crump, CPR president, tells Railway Age in an exclusive interview. Firemen's chief Gilbert errs in saying Royal Commission findings were imposed, Mr. Crump also says.

Better track with machines p.16

A one-man-operated machine keeps CofGa track in good condition between visits of out-of-face surfacing gang. The machine "picks up" 30 to 60 joints a day.

GN cools diesels with boiling water p.18

The Vapor Phase cooling system maintains circulating water close to its boiling point. The warmer engine operates more efficiently and with cleaner combustion, even though it uses economy fuels.

PRR diners keep the market in mind p.27

The road's dining car service ratio holds at a creditable 125, despite constantly rising costs. It's done by analyzing the market, then providing the exact service for which a need is indicated.

ICC reports on Erie wreck p.32

Commission finds that failure to deliver a right-of-track train order caused an Erie collision last August.

The Action Page p.38

Railroads must persuade shippers and regulators that the railroads' first duty is to provide efficient transportation. Besides being as efficient as they can, railroads also must strive for the fairer basis for meeting government-financed competition.

Short and Significant

Government guarantee of loans totaling $2,000,000 . . .

is sought by the Georgia & Florida's receiver in applications filed with the ICC under provisions of the 1958 Transporta-

KEY TO SUCCESSFUL RAILROADING

Proof positive... the longer life of NATIONAL C-1 TRUCKS

Users have known for years that National C-1 Trucks provide a smooth, friction-controlled ride . . . and at the same time have longer wear life.

A recent inspection, by a group of railroad men, was performed on C-1 trucks that had been in service nearly a quarter-million miles each. This, and other inspections, showed that the friction control mechanism in National C-1 Trucks is designed for the life of the car.

Proof positive of longer life is provided by the following direct quotes from this inspection report.

AA-9062

Check friction wedge from limit of wear notch.

"Bright and no wear."

Check for broken wedge springs.

"None broken."

Examine convexity of friction wedge rear surface.

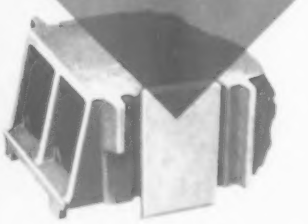
"Bright and very little if any wear."

Check contact between friction wedge and side frame column wedge pocket.

"Slight polish, little wear."

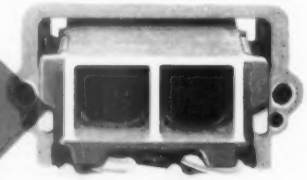
Inspect welds and check wear of bolster friction plates.

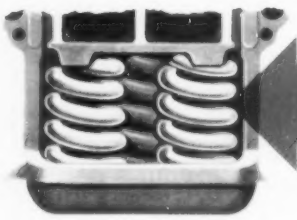
"All welds intact. Friction plates polished with little if any wear."



Inspect bolster column lugs and side frame columns for wear.

"One pad only out of 8 was found worn about 1/16 inch."





Check line of contact between coils of load springs.

"No evidence of having gone solid."

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Week at a Glance CONT.

Current Statistics

Operating revenues	
11 mos., 1958	$8,725,891,095
11 mos., 1957	9,680,380,433
Operating expenses	
11 mos., 1958	6,888,018,585
11 mos., 1957	7,554,151,138
Taxes	
11 mos., 1958	877,221,337
11 mos., 1957	1,012,134,553
Net railway operating income	
11 mos., 1958	683,636,809
11 mos., 1957	863,652,558
Net income estimated	
11 mos., 1958	511,000,000
11 mos., 1957	664,000,000
Average price 20 railroad stocks	
February 3, 1959	108.14
February 4, 1958	73.25
Carloadings revenue freight	
Four weeks, 1959	2,157,888
Four weeks, 1958	2,166,065
Freight cars on order	
January 1, 1959	27,596
January 1, 1958	55,941
Freights cars delivered	
12 mos., 1958	42,760
12 mos., 1957	99,290

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Circulation Dept.: R. C. Van Ness, Director of Circulation, 30 Church St., New York 7, N. Y.

POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

tion Act. Of two proposed loans of $1,000,000 each, proceeds of one would be used to purchase 100 box cars while the other would be used to rehabilitate 182 miles of roadbed and track.

Russia has successfully operated . . .

a three-car electric train with robot controls. The magazine USSR reports that the robot engineer includes a computer with stored data on grade, length of line, and similar fixed information. Train speed, distance traveled, and other variables are fed to the computer automatically as the train proceeds. Special transmitting elements are located on the axle. Russian engineers say the device beats a human engineer.

A Conciliation Board report . . .

on the contract dispute between Canadian National and the BLF&E may be issued early in March. Hearings have been completed. Meanwhile, the firemen are still fighting (thus far unsuccessfully) to revive the diesel fireman issue on Canadian Pacific. Canada's Minister of Labor has excluded the diesel rules case from consideration in CPR-BLF&E Conciliation Board hearings now being set up. (See story, p. 12.)

President Eisenhower is opposed . . .

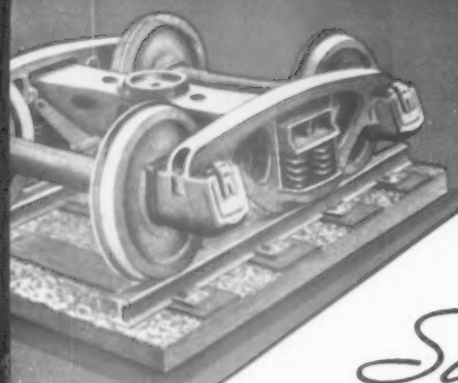
to use of federal funds for airline terminal buildings. He told his press conference last week: "The federal government did not build the terminals for either the railways or the buses. I see no reason for doing it for the air terminals." He said federal investment in air facilities should extend only to "improving the safety of flying." It's up to local communities, he said, to provide such extra refinements as "a nice, lovely administration building."

Organized labor's influence over piggyback . . .

may be clarified with settlement of two disputes between Teamster drivers and Consolidated Freightways, a major TOFC operator. An arbitration hearing is set for Feb. 9 in San Francisco on a CF plan to expand West Coast piggyback. Meanwhile, some 40 drivers in Chicago are demanding reinstatement to jobs they say piggyback eliminated.

Pennsylvania hot box detector . . .

sets a wayside signal to the Stop aspect when it detects a hot box on a passing freight train at Ernest, Pa. (near Philadelphia). Simultaneously, a light flashes and a bell rings in a tower where the graphic recorder is located. By the time the train is brought to a stop, the towerman can tell the crew the exact location of the hot box. The railroad plans to install 20 more sets of the detectors.



MEMO FROM THE GENERAL OFFICE

Jim—Still too many hot boxes Suggest using Acme Lubricators

The JBS ACME LUBRICATOR is a Positive Advance in Journal Lubrication

- ★ Retains 4 times its own weight in oil
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- ★ Has exclusive patented all-wool quilted core*
- ★ Reinforced for extra wear
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Complimentary reports are coming in from scores of railroads throughout America, Canada and Alaska using JBS Acme Journal Lubricators, a product of the Journal Box Servicing Corporation, that JBS Acme Lubricators are greatly reducing hot boxes in their operations. JBS Acme alone has the exclusive all-wool quilted core* which retains many times its own weight in oil reserves. Heavy chenille loop pile surfaces assure an ample supply of filtered oil at all times and prevent glazing. JBS Acme Lubricators are unaffected by temperature changes and wick AAR specification car oil even at 45° below zero in road service tests. JBS Acme Lubricators require no modification of the standard journal box, are designed to hold their position in the box, and assure better performance with less servicing.

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Car Shortage Fears Mounting

Railway Age poll of shipper board chairmen indicates present car supply is adequate—but some deficits are anticipated in the next quarter. One shipper calls it a "near crisis" situation.

► **The Story at a Glance: The freight car shortage that seemed imminent last fall hasn't materialized so far—but it may be just around the corner.**

Leading shipper spokesmen polled by Railway Age last week were almost unanimous in predicting tighter car supply in the next quarter. A steel spokesman called the situation "one of near crisis." Many shippers blamed the railroads for "too little, too late" repair programs.

The main trouble spots:

- **The Atlantic States and the Allegheny Regions, where shippers fear serious shortages as shipments of iron and steel ores, sand, gravel and coal pick up.**
- **The Ohio Valley, where coal interests are worried over the short supply of open top cars.**
- **The Pacific Northwest, where lumber and plywood shippers are girding for what they fear will be the worst car shortage in nearly a decade.**
- **The Midwest, where shortages in grain box cars, coal hoppers, and gondolas for steel are anticipated.**

In Washington a few days ago, E. G. Plowman, U.S. Steel's traffic vice president, issued a blunt warning:

The nation's freight car situation, he said, has reached the "near crisis" stage." He went on to say that it will take a "freight car supply miracle" to meet the needs of shippers in 1959—unless the shippers turn to other forms of transport.

In a Railway Age poll of the chairmen of the regional Shippers Advisory Boards, Mr. Plowman's fears were echoed—although somewhat more moderately—from coast to coast.

A single statistic is the source of the shippers' mounting fears: U.S. railroads today, at a time when most business interests are looking for an upturn in traffic, have 80,000 fewer serviceable cars available than they had a year ago.

On Jan. 1, 1959, 8.6 per cent of the nation's freight cars were unserviceable. The year-ago bad order ratio was 5.1 per cent. In the past, 5 per cent has been considered to be a "safe" maximum.

By districts, the freight car bad order picture on Jan. 1 was this (year-ago figures in parentheses):

Eastern—9.5 per cent (5.5 per cent).

Allegheny—20.6 per cent (9.8 per cent).

Pocahontas—4.9 per cent (1.0 per cent).

Southern—4.6 per cent (3.6 per cent).

Midwest—4.3 per cent (3.6 per cent).

Central Western—4.3 per cent (4.2 per cent).

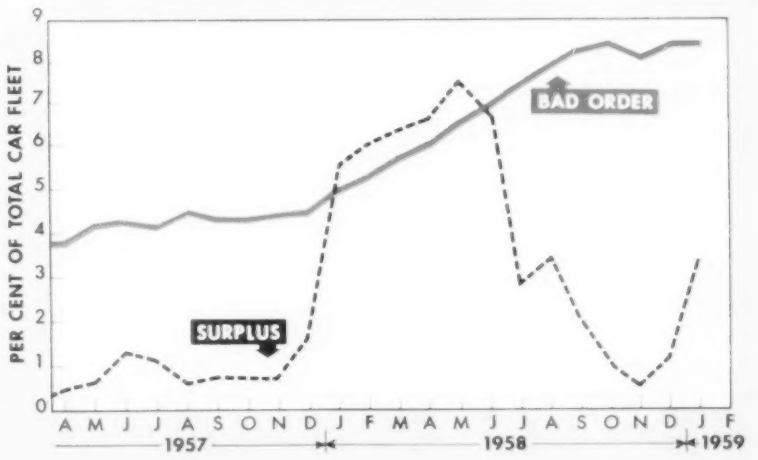
Southwestern—6 per cent (4.2 per cent).

As of last week, few shippers were being denied necessary cars. Actually, there was a surplus of cars, averaging 45,402 a day during the week ended Jan. 31. The expressed fears were for the immediate future.

Here's the coast-to-coast outlook as wired to Railway Age by the chairmen of 12 of the 13 regional Shippers Advisory Boards.

MIDWEST. — "Nationally, railroads still reporting average surplus of equipment running between 50,000 and 60,000 cars each week. Therefore, do not anticipate any shortage this quarter. If business continues present rate of climb into second quarter, anticipate tight conditions in grain box cars, hopper cars for coal and gondolas for steel loadings. Railroads this board area as of Jan. 1, had approximately 20,000 cars on order and announcements by CRI&P (Rock Island) and Illinois Central to spend millions for new equipment, also C&NW program to upgrade box cars will help. However, if business climbs to highs of early to middle '50's, do not feel present program adequate, resulting in serious shortages in Midwest board territory."—*L. J. Hackl.*

ATLANTIC STATES. — "Shortages in car supply generally are anticipated. Less serviceable cars available than a year ago. There is an overall forecast of an increase of 25,000 cars to be loaded. Of these, 21,000 cars are commodities requiring open top equipment. Bad order cars in this category alone increased from 19,500 January 1958 to 32,500 presently. Less cars and more freight to be loaded would seem to



FREIGHT CAR BAD ORDER RATIO reached 8.6 per cent on Jan. 1. Car surplus has risen since November, but some shippers fear shortages by next quarter.

indicate shortages that may become serious for shippers of iron and steel ores and concentrates, sand and gravel, and coal."—*R. C. Avery.*

OHIO VALLEY.—"Understand no surplus Class A box cars. No serious shortage complaints of any type box. Consensus of coal people open top cars are going to be very short supply next 60 days and not plentiful the 30 days following. This subject will be fully covered annual meeting National Association Shippers Advisory Boards St. Louis Feb. 9-11."—*R. W. Ernst.*

SOUTHEAST.—"Southeast shippers reporting for all commodities anticipate net increase in freight carloadings during first quarter 1959 of 4.3 per cent over the same period 1958. This ranges individually by commodities from 5 to 15 per cent for which high grade and special type box cars including wide and double door boxes are required. Use of ordinary hoppers also expected to increase. However, no serious shortages for all types of equipment are expected in the next three months, but prevailing general tightness for both these types of equipment expected to continue. Shippers this district requested railroads accelerate repair and upgrading programs and indications are that Southeast roads are responding satisfactorily."—*J. V. Mears.*

GREAT LAKES.—"Car supply this area currently adequate all categories equipment. In immediate future, with business increasing from early year low, anticipate some shortage better grade box cars for milling and paper industry and others requiring high, wide 40 and 50 foot cars."—*G. J. Bleibtrey.*

NEW ENGLAND.—"Do not anticipate any serious car shortages in New England territory in next three months. We will have temporary shortages in specific areas occasionally of high grade box cars and particularly 50-ft box cars. New England is a manufacturing territory, hence loaded cars coming into our bailiwick far exceed outgoing loads."—*S. D. Warren.*

SOUTHWEST.—"January meeting of the Southwest Board executive committee adopted the commodity committee's forecast 2.4 per cent increase carloadings all commodities first quarter 1959 over 1958. While no serious car shortage now anticipated first quarter, if develops will likely be in supply high grade 50-ft and wide-door 40-ft box cars which, though no failures to fill all orders, are now in extremely tight supply."—*L. L. Nusom.*

ALLEGHENY.—"Car supply adequate insofar as present business level is concerned. Our opinion any marked upturn in business will result in inadequate car supply, particularly in hoppers and gondolas due primarily to bad order situation which in Allegheny territory is 20 per cent and 17 per cent bad order respectively for gondolas and hopper cars."—*Charles M. Donley.*

TRANS - MISSOURI - KANSAS.—"We do not anticipate any serious car shortage in the T-M-K board territory within the next three months except possibly Class A box cars for loading grain and 65-ft gondolas for steel loading. With the anticipated increased carloadings, it certainly behooves the railroads to get their equipment upgraded

(Continued on page 33)

Watching Washington *with Walter Taft*

• **THE RAILROAD RETIREMENT BOARD** is split three ways on the Railway Labor Executives' Association's program for liberalizing the Retirement and Unemployment Insurance Acts. That's the record the board is making at hearings before the House Interstate Commerce Committee. Chairman Howard W. Habermeyer favors the idea of increasing benefits but has serious doubts that the industry can afford the RLEA program. Liberalization is opposed by Thomas M. Healy, management's representative on the board, while labor's representative, Horace W. Harper, supports the RLEA program.

COUNTERPROPOSAL of the railroads was expected to be incorporated in a House bill and supported by the AAR in its presentation at the hearings. Presumably it will go along on some liberalizing amendments to the Retirement Act if they are tied to changes in the Unemployment Insurance Act.

LIBERALIZING LEGISLATION will be passed, and soon, says Chairman Harris of the House committee. He is sponsor of a House bill embodying the RLEA program which he calls unfinished business of the previous Congress. Like proposals on the Senate side are up for hearing this week before that body's Committee on Labor and Public Welfare.

• **FREE-TIME ALLOWANCE** for all cars loaded with export freight at Great Lakes ports must be increased to seven days by May 7. The ICC has ordered eastern railroads to raise their present allowance of two days to the seven-day basis. Seven days are now allowed generally at Atlantic ports, and at the Lakes by western roads.

COMPLAINT which brought forth the Commission's order was filed by the Chicago Regional Port District and other operators of pier facilities in the Chicago area. They convinced the Commission that the lack of uniformity unduly preferred the Tidewater ports and was thus an unlawful obstacle to growth of the Lake ports as terminals for overseas commerce.

• **JOINT RAIL-MOTOR** rates and routes is the coordination plan which will "finally prevail," says Guy W. Rutland, Jr., chairman of the board of American Trucking Associations. He notes what he considers a growing interest in that arrangement. But he also sees in its way a "great barrier," i.e., the disposition of the railroads to bring it about by entering the trucking business. The call for such freedom to diversify their operations is a major proposal of the railroad industry's current legislative program.

• **MORE THAN $69 BILLION** would be required to reproduce the Class 1 line-haul railroads. That's the latest estimate of the ICC's Bureau of Accounts, Cost Finding and Valuation. It doesn't include the $2 billion present value of land and rights or working capital. Cost of reproduction, less depreciation, is put at $44.5 billion.

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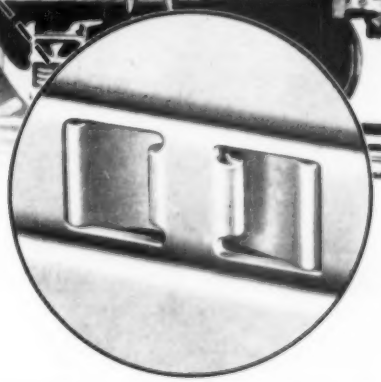

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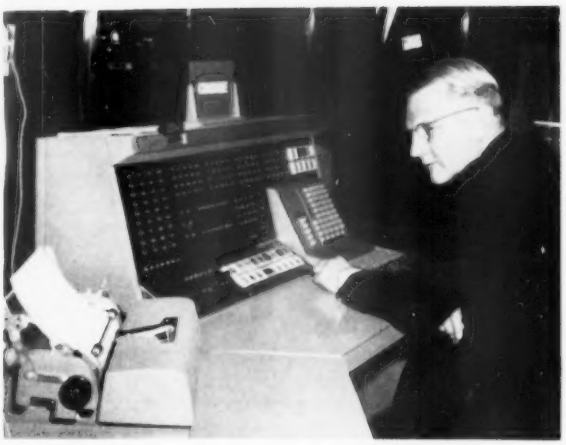


"It is certainly nothing new for the CPR to seek out . . . major policy problems and deal with them thoroughly."

"I was continuously engaged for 22 years in riding locomotives, in working on them and studying them."

CPR Is Firm on Fireman Issue

Canadian Pacific is not going to yield to demands of the firemen's union that the "firemen off" rule be reconsidered—CPR President N. R. Crump declares in this exclusive interview. He also says . . .

- Firemen's chief H. E. Gilbert errs in claiming support of Canada's railwaymen—and in asserting that Royal Commission findings were "imposed."
- He sees no threat to free enterprise transportation when government meets deficits from services it requires railways to provide at less than cost.
- CPR has gone far with "diversification," and is rapidly going farther. It's now the biggest truck operator in Canada.
- He had advice of top-flight economists in forecasting future trends—enabling CPR to keep ahead of them as they develop.
- Passenger problem is similar to that of US, though not yet as severe. CPR will not let service deteriorate—wherever patronage permits trains to run, they will be held to high standards.
- Canada is blessed with substantial agreement among railways on questions of policy.

Q. Mr. Crump, I understand the firemen's union wants to amend its agreement with the CPR — reopening the question of employment of firemen on road and yard diesels. Are you going to bargain further with the union on this demand?

A. We are not. As far as CPR is concerned, the matter is closed. No dispute in Canadian labor history has been as thoroughly investigated as this one. The firemen's union has entered into a valid written agreement with us embodying the recommendations of the Kellock Royal Commission, and we expect them to live up to it.

Q. Mr. Gilbert, president of the BLF&E, told us recently (RA, Nov. 3, 1958, p. 20) that the union was fighting for the individual welfare of its members—not just to protect the eventual size of the union. Do you agree?

A. I do not. We made generous provision for protection of firemen already on our payroll—but we refused to obligate ourselves to offer unnecessary jobs for a lot of potential firemen—who are not yet employed. The reluctance of the union to accept the Kellock Commission report obviously arose—not from concern for the welfare of their present members, but from their overwhelming desire to maintain their union as an organization.

Q. Mr. Gilbert said he felt every true

trade unionist would support his union in its dispute with the CPR. Have you seen any evidence on this point?

A. The facts speak for themselves. The other railway organizations gave no evidence of support for the firemen's union in its strike on May 11-13, last year. Many members of the firemen's union itself reported for work. I believe the majority of railway unionists in our country, as loyal Canadians, support the conclusions of the Kellock Commission.

Q. You say some of the firemen's union members did not walk out on May 11-13. Has the union taken any action against these men that you know of?

A. Yes—and this in spite of the fact that, at the request of union officers, we agreed there would be no disciplinary action by the railway against strikers (where no criminal acts were involved)—provided the union would not punish its members who had been loyal to the company. The union has expelled some of its members in violation of this agreement. The CPR does not intend to accept such treatment of these men.

Q. Mr. Gilbert said the report of the Royal Commission adverse to employing firemen on freight and switching diesels had been "imposed" on his organization. Is that correct?

A. No, it is not correct. The Kellock [Royal Commission] report was one of objective fact-finding. Its acceptance was not obligatory on either the union or the railway. The Canadian Pacific agreed with the union to negotiate a new contract. We insisted on an arrangement which would give effect to the findings of the Royal Commission. The union did not agree. There was a strike. It did not seriously impede our operations, so the union called it off after a couple of days. There was no "imposition" on the union. It sought to use its coercive power on us and failed.

Q. The authority of the Royal Commission was moral, without compulsion?

A. Yes. When the Kellock Commission was appointed in January 1957 the Prime Minister (then the Rt. Hon. Louis St. Laurent) said the findings, if they appeared to a majority of Canadians to be proper, would have the effect of law. It was evident that most Canadians, including many members of the firemen's union, believed the company was right in acting in accordance with the Royal Commission's recommendations. Furthermore, the union realized that the railway was operating successfully without firemen, so it called off its strike.

Q. Mr. Gilbert said he had "never talked with a practical railroad man . . . who agreed with the findings of the Royal Commission." Is that correct?

A. No, it is not correct. Mr. Gilbert has talked to me, and I believe no one will deny that I am a practical railroad man. As a matter of fact, when Mr. Gilbert called on me last April 29, he and I spent most of the time comparing our experience on locomotives. When I was a machinist's apprentice in Western Canada in the early 'twenties I used to spend my week-ends riding locomotives in the mountains. While I was studying mechanical engineering at Purdue 1925-1929, I worked in the locomotive department in the summers, and returned to full-time railway work on graduation—again in the motive power department. I did not transfer to the operating department until 1942. Thus, I was continuously engaged for 22 years in riding locomotives, in working on them and studying them. Our CPR staff of experienced operating and mechanical officers are unanimous in the opinion that firemen are not needed on freight and yard diesels. Furthermore, a number of representative US railway officers testified before the Kellock Commission in support of our position. Similar testimony was given by officers of the CNR and by those of European railways.

Q. Was your decision to eliminate firemen on freight and yard diesels relatively recent?

A. It was not. Back in 1936, when I was a roundhouse foreman, I submitted a thesis to Purdue—as required for my degree of M.E., and in that thesis I expressed the opinion that diesels could be operated with less man power because of their relative simplicity.

Q. Did you follow up this opinion with actual observation and study, to test its validity?

A. Yes. The first diesels the CPR had, between 1937 and 1948, were operated without firemen—and with no difficulty whatever. Between 1948 and 1956 we watched our diesel operations systematically, and noted that firemen were performing no necessary duties. Since we were sure of our facts, we believed the public and our employees would support our opinion if they knew these facts. So, early in 1956, in discussing a new contract with the firemen's union, we proposed that firemen be eliminated on freight and yard diesels. The merits of our position were supported by a majority of a conciliation board and, later, after a much longer and more thorough inquiry, by the Kellock Commission.

Q. You have by now had further experience in operating diesels without firemen. What has this experience shown?

A. The experience has been wholly satisfactory. During the strike May 11-13, 1958, we operated 1,437 diesel assignments (almost equally divided between road and yard), without firemen, with no difficulty whatever. In the five months, June through October 1958, we operated 5,248 diesel assignments without firemen, with no difficulty whatever.

Q. Do you believe the Canadian Pacific's success in getting an agreement to eliminate gradually the employment of firemen on freight and yard diesels should set a precedent for similar action in the US?

A. That is a question for United States railways and the United States public to decide. If any US tribunal studying the question finds anything useful to them in our experience, we will give them any information they ask for—but I would consider it improper for Canadians to proffer advice to Americans on matters of policy.

Q. It has been often suggested that the Canadian Pacific is, actually, a US company—largely controlled by US investors. Is that true?

A. It is not. Almost 66% of the company's voting stock rests in the British Commonwealth, compared to only 25% in the United States.

Q. Have you not set a precedent in pioneering a major move in the field of labor practices, with this firemen-on-diesels case?

A. It is certainly nothing new for the CPR to seek out what it considers to be major policy problems, and to deal with them thoroughly, without temporizing. This firemen's case falls into that category.

Q. What other major problems has CPR sought to solve?

A. Well, take the matter of what you in the US now call "integration"

"To get an unquestionable answer to the reason why passenger patronage declines, we must maintain service standards."

or "diversification" in transportation—meaning the provision by a railway company of transportation service by other methods. The Canadian Pacific, as everybody knows, has been in overseas shipping for many years. Following the war, we got into air transportation—and our operations have shown healthy growth despite the fact that we were limited at first to north-south "feeder" lines. We have since been permitted to expand overseas, and are hoping soon to be allowed to operate transcontinental routes. We have the largest fleet of commercial trucks in Canada.

Q. Would you see a threat to private enterprise if government indemnifies railways for losses suffered in providing required service at rates below costs?

A. The Canadian Pacific is the only major privately owned railway in the world, outside the US. Hence we are alert to any move which might jeopardize our unique position in free enterprise. The commuter problem is not as serious with us as it is with several US railroads. But we have what seems to me to be a parallel situation with our maritime freight rates and our grain rates in the West.

Q. In the maritimes, both railways make a 30% reduction in freight rates on outbound traffic, and this 30% is later paid to the railways from the public treasury. Is that correct?

A. Yes. It is a subsidy from government to maritime shippers—not to the railways. We are merely the agents of government in carrying out a public policy. I do not see that the private enterprise position of our company is compromised in the slightest when the government reimburses us for allowing maritime shippers sub-standard rates. Then there is the so-called "bridge subsidy" for railway service across the north side of Lake Superior— to permit rate reductions of 5-7% on traffic moving on these routes. The beneficiaries of the subsidy are shippers and receivers, not the railways.

Q. What about grain rates in the West?

A. These rates are maintained by statute at 3¢ per 100 lb. below the level of the year 1897. So far, the railways have had to absorb the losses from these ruinously low rates—a situation which, in my opinion, must and will be corrected. It may very well be that national interest requires that grain rates be held to this level—but, if so, then it is the national treasury and not railway treasuries which should bear the expense. It is the grain trade that would be subsidized, not the railways.

Q. As a matter of principle, then, you see no inconsistency, or danger to a private company, in seeking compensation from government for below-cost services that government requires the company to provide?

A. None whatever. I believe we as railway men would be going beyond our proper sphere if we should insist that government has no right to subsidize this or that group of railway patrons.

Q. Aside from labor relations, "diversified" transportation and the question of government subsidies to railway patrons, are there other important policy questions on which Canadian Pacific is acting?

A. Yes. Among them is our study of economic trends effecting the CPR's future—and our passenger service problem.

Q. What about your study of economic trends?

A. Several years ago we commissioned a group of economists, under the chairmanship of Professor J. K. Galbraith of Harvard, to study economic trends in Canada and their relationship to our railway, with the specific objective of forecasting for us what our situation will be in 1970. These economists held sessions with a group of our officers—and the two groups learned a great deal from each other. CPR management, as a result, has a great deal clearer picture, and more assurance in its planning, than it could possibly have had without this study.

Q. As to passenger service—

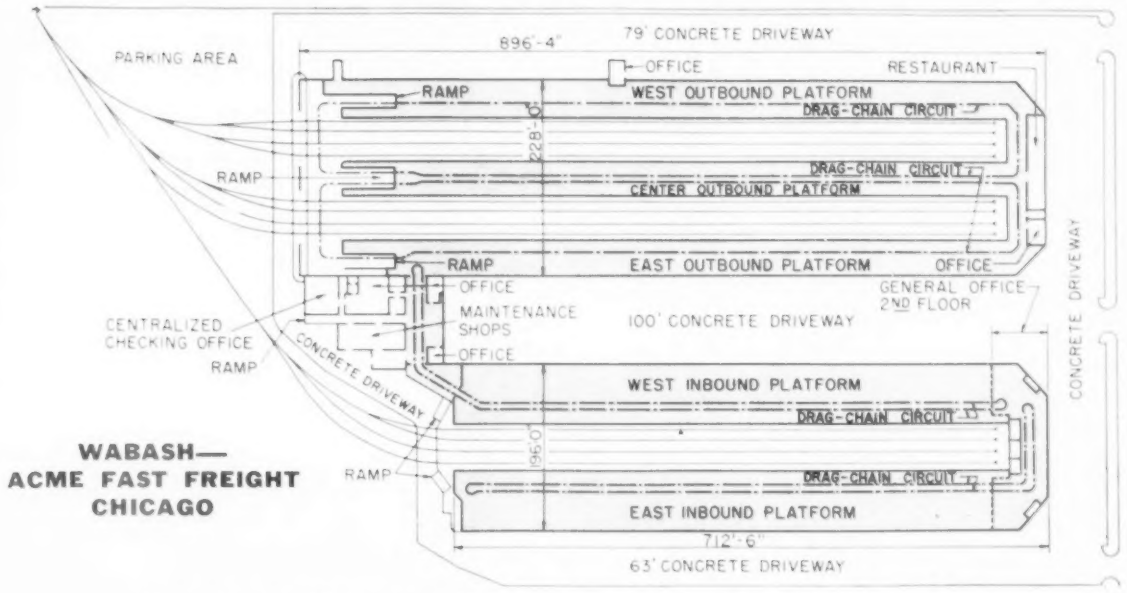
A. Our problem is similar to that in the United States, but not yet, perhaps, quite as acute. As trains lose patronage, we shall be compelled to pull them off. But one thing we will not do is to allow our service to deteriorate. As long as a train runs, service will be kept up to high standard. We believe this approach is necessary because, once quality of service is allowed to slip, it can always be said, with some plausibility, that—except for deterioration in service, patronage would not have declined. To get an unquestionable answer to the reason why passenger patronage declines, we must maintain service standards.

It will take us some time to work out the final solution to this passenger situation, but we are pursuing it vigorously and consistently. In due course, the situation will stabilize and we can proceed to a final solution.

Q. Do you find difficulty in getting agreement among the railways of Canada on major questions of industry policy?

A. We do not. As you know, there are only two really large railways in Canada. President Gordon of the CNR and I, while we contend vigorously with each other for traffic, find little difficulty in agreeing on policies which make for healthy transportation conditions. Our problem in this respect is, of course, far simpler than is yours in the United States. Mutual understanding comes much more easily when the number of participants is limited.

COMMUNICATIONS
an essential tool for material handling

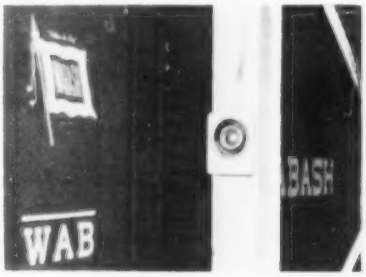


WABASH—
ACME FAST FREIGHT
CHICAGO

Economy and efficiency resulting from the use of an R. W. Neill Company centralized checking and communicating system can reduce cost of freight handling per ton, resulting in savings that pay for the equipment within 90 days.

Foreman's console and 250-line switchboard. Console connects to 60 fixed talk-back speakers, 39 paging speakers, two-way communicating circuits to each checker and other office locations. Switchboard provides for connecting portable talk-back speakers to twenty checker's consoles.

60 fixed talk-back speakers connect strategic locations throughout building to the foreman's console.



Sixty portable talk-back speakers can be plugged into system at any of 250 outlets along platforms.

One of twenty checking consoles connecting through switchboard to portable talk-back speakers. Each checker handles up to five crews loading and unloading freight.

R. W. NEILL COMPANY, INC.
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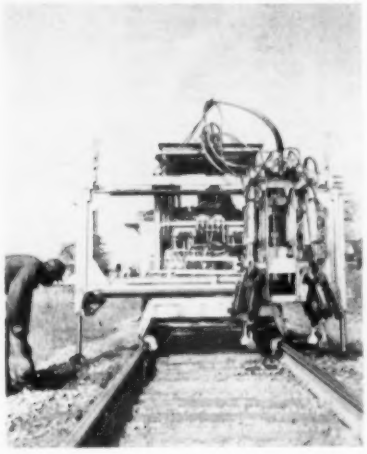
Spot Tamping Is Economical

One-man-operated machine for tamping low joints keeps CofGa track in good riding condition between visits of out-of-face surfacing gang. With a foreman and two laborers, plus the operator, the machine "picks up" 30 to 60 joints a day.

FOREMAN sights along rail when signaling to operator how much track is to be raised at low joint.



TRACK IS RAISED by operation of built-in hydraulic jacks while machine is clamped to rails.

WITH JACKS RETRACTED, the machine tamps the low spot in limits marked by foreman.

Where tie renewals and out-of-face surfacing are done on a cycle basis, how can track be kept in good riding condition economically during the interim?

The Central of Georgia is convinced it has the answer. It uses mechanical spot tampers with built-in jacks. In November 1957 a McWilliams spot tamper was placed in service on the road's Macon division. Since then it has been working almost constantly in the territory between Atlanta, Ga., and Albany, a distance of about 210 miles.

"With this machine we'll be able to keep the track in good riding condition until the big timbering and surfacing gang gets to this territory," says George W. Benson, division engineer. By way of corroboration, Mr. Benson cites train- and engine-crew opinions that the riding qualities of track in the territory have shown definite improvement since the spot tamper went into service.

To get a complete picture of the situation on the Central of Georgia that led to the need for an economical method of spot-tamping track it is necessary to review recent developments in the road's track-maintenance practices.

Several years ago the C of Ga completely revamped its overall M/W set-up to put tie-renewal and surfacing work on a cycle basis. To this end, three highly mechanized timbering and surfacing gangs were established, one for each of the road's three divisions. Originally a four-year cycle was contemplated, but it is likely that the actual cycle will be extended to six years.

Section Gangs Abolished

When the T&S gangs were established the road abolished its conventional section gangs, except at a few special locations such as terminals and on certain branch lines. To carry out the work normally done by section crews, the road created what it calls motorized extra gangs. These outfits, each equipped with a truck and other necessary power equipment, normally consist of six men plus a foreman. They do all manner of spot work and other tasks that may be assigned to them.

In addition the C of Ga has what it calls district foremen. The foremen, each accompanied by one man, patrol the track in their respective districts and also supervise the work of laborers (referred to as yardmen), who are assigned to policing and miscellaneous tasks.

The Macon division affords an example of the new set-up in operation. The division formerly had many section gangs. It now has only three. In place of the former section-gang set-up it has five of the motorized extra gangs and five district foremen, each with three to eight men under his supervision. One of the motorized extra gangs is placed generally on each of the five supervisors' districts on the division, but these gangs may be shifted from one supervisor's territory to another if required.

The spot tamper has a regular operator with a system rating, who stays with it at all times. He is assigned a camp car for living quarters, and a tool car. Assignment of the machine is under the general direction of the division engineer and the direct supervision

of the supervisor of track in whose territory it is working.

The spot tamper works most of the time in conjunction with one of the motorized extra gangs. In addition to spotting up low joints in main, yard and side tracks, it is used for tamping ties under various conditions. When it is necessary to make spot tie renewals, the machine tamps the new ties and picks up low joints at the same time.

It is used to tamp through highway grade crossings that have been rehabilitated and also through turnouts that have been retimbered. In some cases the machine may be called on to tamp a limited amount of track out of face. In one such instance it was used to tamp about 1,100 ft of track.

When recently seen in operation the machine was spotting up low joints. It was working under the supervision of the foreman of one of the motorized extra gangs and was accompanied by two laborers from the same gang. The foreman was sighting the raise for the tamper which, using its built-in jacks, raised the low spot and then tamped the ties within limits marked by the foreman. The length of track tamped at each low spot may run from a minimum of four ties to as much as an entire rail length. One of the two laborers worked with the tamper, forking in ballast as required, while the other was engaged in draining pumping joints, digging out the old ballast and forking it back into place.

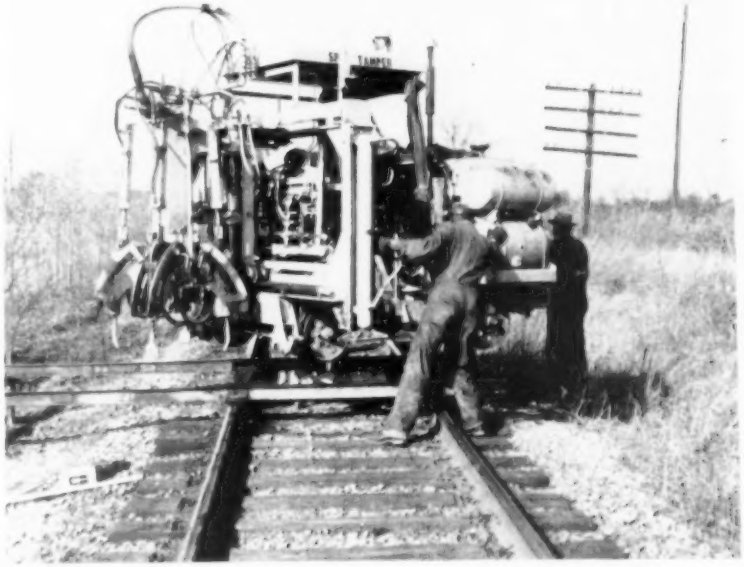
In operating the tamper the single tamping head may be moved back and forth across the track as desired. In tamping each tie, the operator was making as many insertions of the pneumatically actuated tamping bars as required to bring the tie plate tightly against the base of rail.

For use when clearing for trains where a siding is not conveniently at hand, a set-off of structural steel members is provided for use with the spot tamper. Using a jack incorporated in the machine for this purpose, the unit is raised until its wheels clear the running rails, after which it is turned and lowered on the run-off rails. The tamper can be removed from the track in this manner by the two laborers in about three minutes.

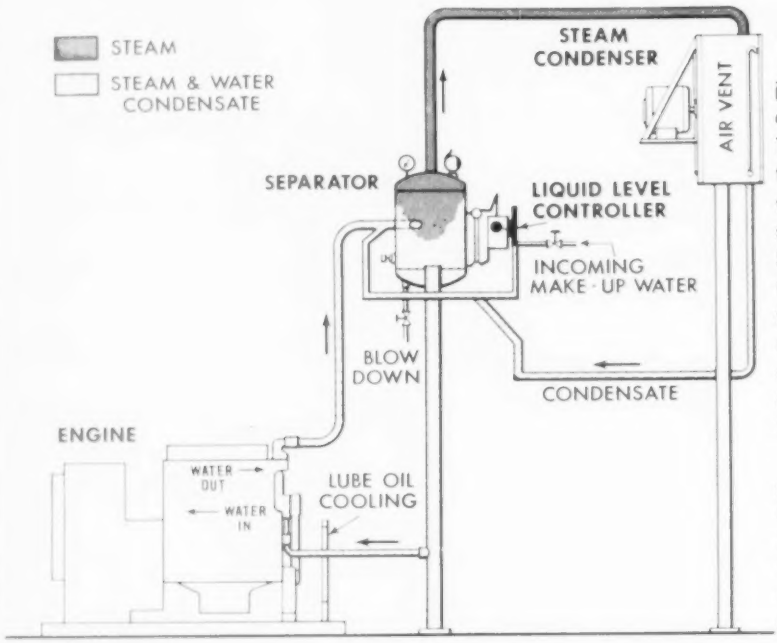
When working in CTC territory the fully insulated machine operates under the "time and limits" system. When working in block-signal territory it operates on a line-up the same as motor cars. To minimize train interruptions the foreman uses a portable telephone to keep in touch with the dispatcher.

Production of the machine when spotting up low joints ranges from 30 to 60 joints per day, depending on track condition and the time lost in clearing for trains.

SPOT TAMPER can be used to tamp through turnouts. This view shows how the tamping tools straddle a frog.



TO SET OFF spot tamper it is raised on a spud, turned and lowered on set-off rails. Procedure takes about three minutes.



How Vapor Phase Operates

As water passes through the engine jackets and picks up the waste heat, a small amount of steam is formed. The water-and-steam mixture enters the Vapor Phase separator where the water is centrifugally separated from steam and returned to the jackets. Steam from the separator passes into the header pipe where it is available for use in the heating system, or, if not needed, passes to the steam condenser. The condensed steam returns to a condensate receiver from which it can be returned to the separators.

Steam pressure, and therefore pressure on the whole system, is controlled by the rate that the steam is used or condensed. If steam pressure builds up more than wanted, a control valve will open and admit steam to the condenser.

Boiling Water Cools Diesels

Vapor Phase cooling system used in GN test maintains circulating water at close to its boiling point. Warmer engine makes for greater operating efficiency, cleaner combustion.

The Great Northern believes it may have found a way to keep diesel engines cleaner even when they use "economy" fuels.

A little more than one year ago the GN made the first test application in this country of a Vapor Phase cooling system to an EMD F-7 locomotive. The unit also was equipped with Nemec dual fuel equipment. Test results were announced recently.

The Vapor Phase system is entirely automatic. It utilizes the natural law of boiling. The circulating water in the engine is not cooled to temperatures which were previously considered necessary, but is maintained at close to its boiling point.

Since the initial test run, the locomotive has operated satisfactorily and continuously, except for routine maintenance. It is assigned to a freight locomotive pool operating the 320 miles between Minneapolis, Minn., and Grand Forks, N.D. Full tonnage is hauled, mostly at full throttle. Heavy fuel is used at an overall ratio of about 8 to 1 of light fuel.

Only one change has been noticed in the performance of the locomotive unit. Because of the higher Btu content per pound of the heavier fuel, the unit's horsepower has increased. There is less loading on the filters and the lube oil stays cleaner.

A standard 16-cylinder engine (567-BC), converted to C liners, was used for the test. The unit had already been equipped with the Nemec system for changeover control, heat exchangers, and filters (RA, Sept. 13, 1956, p. 28, and Oct. 15, 1956, p. 24).

The water discharge at the rear of the engine was blanked off when the Vapor Phase system was applied. Other connections were made to separate the radiator water circuit from the jacket water circuit. Water is taken at the front discharge opening for convenient connection to two steam separators at the rear of the carbody.

Radiator water now flows from radiators to oil cooler, through a 450 gpm motor-driven circulating pump, through the condenser and back to the front end of the radiators. Engine exhaust heat is not used. Lubricating oil is cooled conventionally by water from the radiators.

After the initial application and tests, expansion and condensate tanks were increased in size. Larger traps were installed to the condensate return

line at the condenser. A temperature sensitive switch was applied to override the changeover signal until the fuel oil reached proper temperature for good atomization at the injectors. The bulb for this switch was placed in the fuel oil line coming out of the Nemec heat exchanger.

Up to July 1, 1958, the GN used a residual blend fuel of about 150 SSU, color black, sulphur 3 per cent, carbon residue 7.92 per cent and ash 0.19 per cent. On July 1, the GN began to use a 500 SSU residual blend with a nominal 3 per cent of sulphur and a slightly higher BTU content.

The results of this test will indicate whether a heavier fuel can be used. Since the fuel has to be heated for proper viscosity at injectors, operating officers believe that not enough heat will be available to use a fuel much heavier than 500 SSU.

The Vapor Phase system is a development of Engineering Controls, Inc., St. Louis.

Advantages of the Vapor Phase System

Vapor Phase cooling differs primarily in temperature level from other cooling systems. Other systems operate in the 130-175 deg. range; Vapor Phase operates from boiling temperature to over 250 deg.

The higher temperatures offer four major advantages:

- A warmer engine operates more efficiently, and with cleaner combustion.
- Jacket heat, useable in the form of low pressure steam, can be put to work to heat fuel oil, distill water, etc.
- The jacket water temperature differential between inlet and outlet can be kept lower than with other systems—reducing internal stresses, and liner and ring wear.
- Less water is formed by condensation because of the higher average temperature in the engine. Use of residual fuel oils containing sulphur is facilitated. Formation of acid from these fuels is minimized because of the absence of moisture in the cylinders. The reduction in acid formation should lower corrosive and abrasive wear.

Railroading After Hours with Jim Lyne

LCL DEPARTMENT—A friend of mine who is intensively studying LCL operations tells me he has found a situation where, on a basis of cubic feet occupied, a heavy loading shipment pays 10 times as much as balloon freight. He's beginning to wonder whether LCL shouldn't be charged for by the cubic foot instead of by the pound.

RAILWAY ENGLISH—Traveling Freight Agent R. P. Van Kirk of the Ann Arbor has sent along some more British railway terms, translated into North American English. Most of the words are readily understandable, even if different—but not all of them are. For example (American equivalent in parentheses): pointsman (switchman); train set (consist); main hall (concourse); coaching stock (passenger cars); goods manager (freight traffic manager); shed (roundhouse); halt (minor station stop). In general, the term "traffic" in Britain means movement of trains—it does not refer to the sales force. The word "toilet" doesn't mean at all what it means on this side of the Atlantic. Instead it signifies "washroom"—no other plumbing facilities.

INDIAN RR ENGLISH—L. K. Hall, staff officer (labor relations) of the Burlington, was with the 745th Railway Operating Battalion, in India, on the Bengal & Assam Railway, during the war. Out there he ran into railroading—not only involving British terminology, but with some local variations added. For example, a heavy train was derailed by disregarding a slow order, and the "permanent way inspector," reporting the speed of the train, described it as "puffing with great haste."

I wonder whether any of the MRS alumni have definite opinions as to the different methods of operation they encountered—e.g., the merits or demerits of the staff system and absolute blocking, as compared with giving trains rights by timetables and train orders.

MODERN LETTERHEADS—A railroad's letterheads are to it like the kind of clothes a man wears. What looked good five or ten years ago isn't necessarily the design that will make the best impression today. One of my Illinois Central friends has sent me the new and the old designs of that company's letterhead. There's no change in essentials—the "Main Line of Mid-America" slogan (and the map to illustrate the point) are still there. But there's a 1959 look to the new design. I'm told the change originated with President Wayne Johnston.

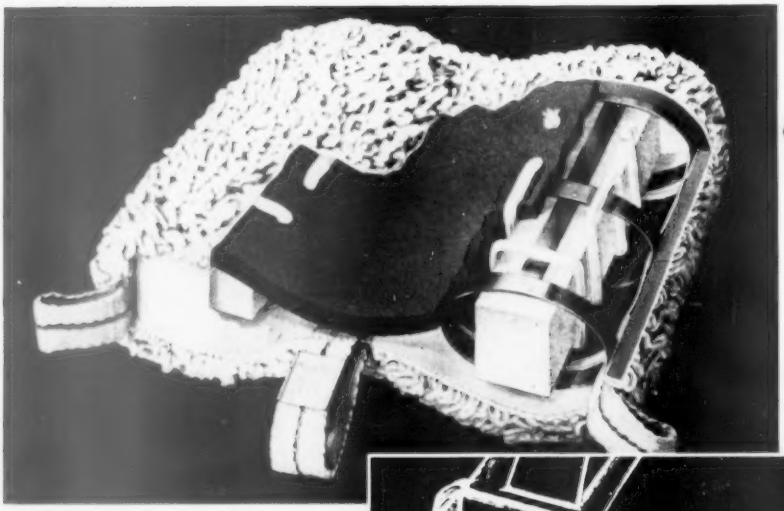
DISSATISFIED CUSTOMER—I got to talking to a farmer on the train the other day. He was all burned up. A few days before, he had had a car of feed coming in on the local freight and had been so advised by the agent. He had several hands and a couple of trucks already to start unloading when the local arrived. However, when the train got in, the conductor told him he couldn't take time to set out the car, but would haul it up the line to the terminal (about 30 miles away); and that the car would come back down on next day's local freight. The farmer thought he had a claim against the railroad for the wasted time of his trucks and labor.

I got to wondering, in a case like this, who is really responsible for the customer's dissatisfaction. Did the conductor exceed his authority in refusing to set out the car? Did the agent err in advising the farmer of the impending arrival of his shipment, if there was any chance that the conductor would act as he did?

These are small details, maybe—but it's details like this in customer contacts that make or mar the reputation of a company with the public.

NOW MAGNUS OFFERS The REALISTIC

to the freight car



MAGNUS LUBRICATOR PADS

assure an abundant supply and maximum flow of oil to the journal

three-way wicking

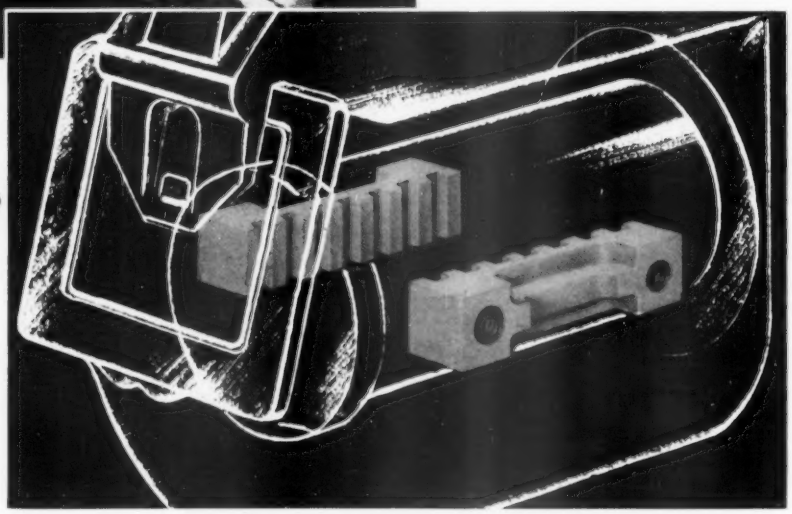
— rugged, one-piece twin-lobe construction

MAGNUS R-S JOURNAL STOPS

stabilize the entire journal box assembly

— cut hot boxes 90%

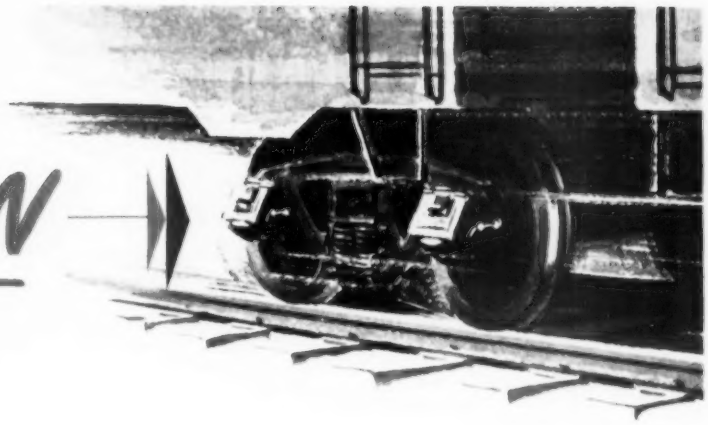
— double bearing life, lower maintenance costs.



MAGNUS METAL CORPORATION *Subsidiary of* **NATIONAL LEAD COMPANY**

SOLUTION

hot box problem



Magnus Lubricator Pads and R-S Journal Stops offer a low-cost combination that eliminates the principal causes of hot boxes — makes it possible to get the kind of bearing performance you want without sacrificing any of the advantages inherent in standard AAR solid bearing assemblies.

Now you can greatly increase bearing efficiency and cut overall costs, too. You can get up to 5,000,000 car miles per road failure of a bearing at the same time you cut the maintenance and service attention required. Best of all, you can do this at a price you can afford to pay — right now. You increase new car costs less than 2% — and reduce car maintenance costs over 10% — get your money back in less than 3 years. Here's how:

Step No. 1 — Magnus Lubricator Pads — In the Magnus pad you get all the known best qualities of pad construction in a sturdy one-piece twin-lobe design. There's 3-way wicking (circumferential, internal and center feed) from an abundant oil supply. Each pad holds more than 2.5 times its weight of oil — better than 5.9 pints for the 6" x 11" size. Thoroughly tested elliptical steel springs, completely enclosed and firmly connected, eliminate sponge-type uplift media — assure constant contact of the pad with the journal. Polyurethane cores feed oil to internal wicks and increase the oil reservoir supply, internal wicks are not entrapped — are readily cleaned through normal reclamation process. The cover is heavy pre-shrunk duck, tufted with premium quality cotton yarn and backed by high-capillarity felt. In all, it's a lubricator pad designed by bearing experts to give you the performance you want and need.

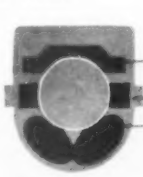
Step No. 2 — R-S Journal Stops — Engineered and pioneered by Magnus, R-S Journal Stops stabilize the entire journal bearing assembly — give the bearing a chance to work at optimum efficiency. They double bearing and dust guard life, will make possible the development and application of a low-cost rear seal. They are a must to get the maximum safe period between re-packs.

R-S Journal Stops keep pads in proper position at all times. Misalignment is just impossible. By restricting axle movement they prevent pad compression, too — will make longer pad life possible, and reduce pad dependence on resiliency to maintain journal contact. You get constant uninterrupted wicking — and when used with the Magnus pad that means the maximum flow of oil to the journal.

Yes, with these two Magnus developments you can get the best in bearing performance *at the lowest possible* cost. And you still have all the advantages of standard AAR solid bearing assemblies — ease and simplicity of maintenance, complete interchangeability (with parts available and applicable at any point on the railroad), highest load and speed ratings, light weight, and all the many others.

Ask your Magnus representative to give you details on the Magnus pad and the R-S Journal Stops. Or write to Magnus Metal Corporation, 111 Broadway, New York 6, or 80 E. Jackson Blvd., Chicago 4.

MAGNUS



SOLID BEARINGS
R-S JOURNAL STOPS
LUBRICATOR PADS

Letters from Readers

'Splendid Job'

Chicago, Ill.

To the Editor:

Railway Age very definitely justifies high compliment for its courageous and forthright treatment of the situation that faces the railroads of this country. I especially draw attention to the splendid annual review and forecast issue of January 19 . . . Best wishes to the staff which is doing such a splendid job.

G. Murray Campbell
Vice President
Baltimore & Ohio

'Good Work'

Chicago, Ill.

To the Editor:

Congratulations to you and your fine staff . . . on the January 19 Railway Age. Keep up the good work and may the future bring you lots of thick books like this one.

L. H. Gillick
Vice President
Vapor Heating Corp.

Incentive Rates

Louisville, Ky.

To the Editor:

I read with considerable interest the article appearing on page 38 of the December 22/29, 1958, Railway Age under the caption "We've Been Asked . . . Do alternative minimum rates differ?"—but was rather surprised to note the phrase, "The newer 'incentive' plan," used in the last paragraph of that article. This choice of language by the author tends to give the reader the impression that incentive rates are something *new* in the pricing of transportation, although they actually are not.

Since the text of that article gives the inference that the author of it is not altogether familiar with the history of "incentive rates" I thought it advisable to give you the historical background of incentive or inducement rates, which were "pioneered" by the traffic department of the L&N in cooperation with the other southern railroads.

The first incentive or inducement rates were established on Sept. 2, 1940, more than 18 years ago. These were the rates on alcoholic liquors on which ratings of Class 44, at minimum weight of 20,000 lb, and Class 35 on the excess above 20,000 lb loaded in the same car were established for application within southern territory in Supplement 43 to Exceptions to Southern Classification No. 19, Agent E. H. Dulaney's ICC 81.

These rates were published to meet the then existing truck competition on this high class traffic. They followed the decision of the Interstate Commerce Commission in I&S Docket M-517, dated Feb. 27, 1940, wherein they found justified reduced minimum weight of 20,000 lb in connection with truck rates on alcoholic liquors reflecting Class 44 rating from Cincinnati, O., and Kentucky distillery points to the South.

At that time the railroad carload rating was also Class 44 on alcoholic liquors from and to the same points, and the minimum weight was 40,000 lb. Because of the higher minimum weight governing the rail rates, representatives of some of the large distilleries warned the railroads that if they expected to continue to compete for the alcoholic liquors traffic an adjustment in the railroad rates must be made. Therefore, the railroads' representatives decided, with approval of the representatives of the distilleries, that base rates made the same as the truck rates and minimum weights, with rates made 20 per cent less than the base rates on the excess above 20,000 lb be established within the South, and publication, as aforementioned, followed. This was the inception of the incentive basis, the original idea being that a rail unit of transportation has a greater carrying capacity than that of a motor vehicle and that an inducement or incentive should be extended to shippers to fully utilize the carrying capacity of railroad cars, which would be economically favorable to carriers and shippers.

Subsequently, the incentive basis was extended to and from other territories and to other traffic. On alcoholic liquors to meet truck competition the rail base rates at 20,000 lb were revised to meet the existing truck rates and the 80 per cent incentive basis was made applicable on the excess above 20,000 lb loaded in the same car, subject to marked capacity of car as maximum.

In the fall of 1940, after considering the need for rates on paint and paint materials to effectively meet truck competition, the L&N proposed exceptions ratings of Class 40 at minimum weight of 20,000 lb (this being the classification 6th class rating for both trucks and railroad, and the minimum weight used was that published by trucks between CFA and IFA territories and the South) and Class 32 on the excess above 20,000 lb. The proposal was approved in the South, but not in other territories; however, individual northern railroads independently announced their concurrence in the inter-territorial ratings. When publication was made, suspension followed, but the ICC approved the ratings in I&S Docket 4964, and they became effective Feb. 24, 1942.

Subsequently, in 1949, the ratings on paint and paint materials were reduced to Class 35 at minimum weight of 20,000 lb and Class 28 on the excess above 20,000 lb. This revision was necessary to bring the railroad rates in line with rates of the truckers which had not increased their rates the full amounts that had been authorized by the ICC . . .

The railroads have since established rates on the incentive basis on cigarettes and manufactured tobacco from Kentucky, Virginia and North Carolina to distributing points throughout the United States; on aluminum and aluminum articles within the South; soap, washing and cleaning compounds, within, to and from the South; textile products within and from the South; and plumbers goods within the South.

Some of the incentive ratings referred to are comparatively new, but I feel sure that after more than 18 years of use you will concede that the principle of incentive ratings is not new.

John K. Dent
Vice President
Louisville & Nashville

Big Response

Oakland, Cal.

To the Editor:

Thanks for the fine publication of my article ("How Kaiser Handles Its Traffic") in your Dec. 22-29 issue of Railway Age.

I have had a surprisingly large number of letters of commendation on the article which impresses me with the readership your magazine must receive.

A. P. Heiner, Vice President
Public Relations and Traffic
Kaiser Steel Corporation

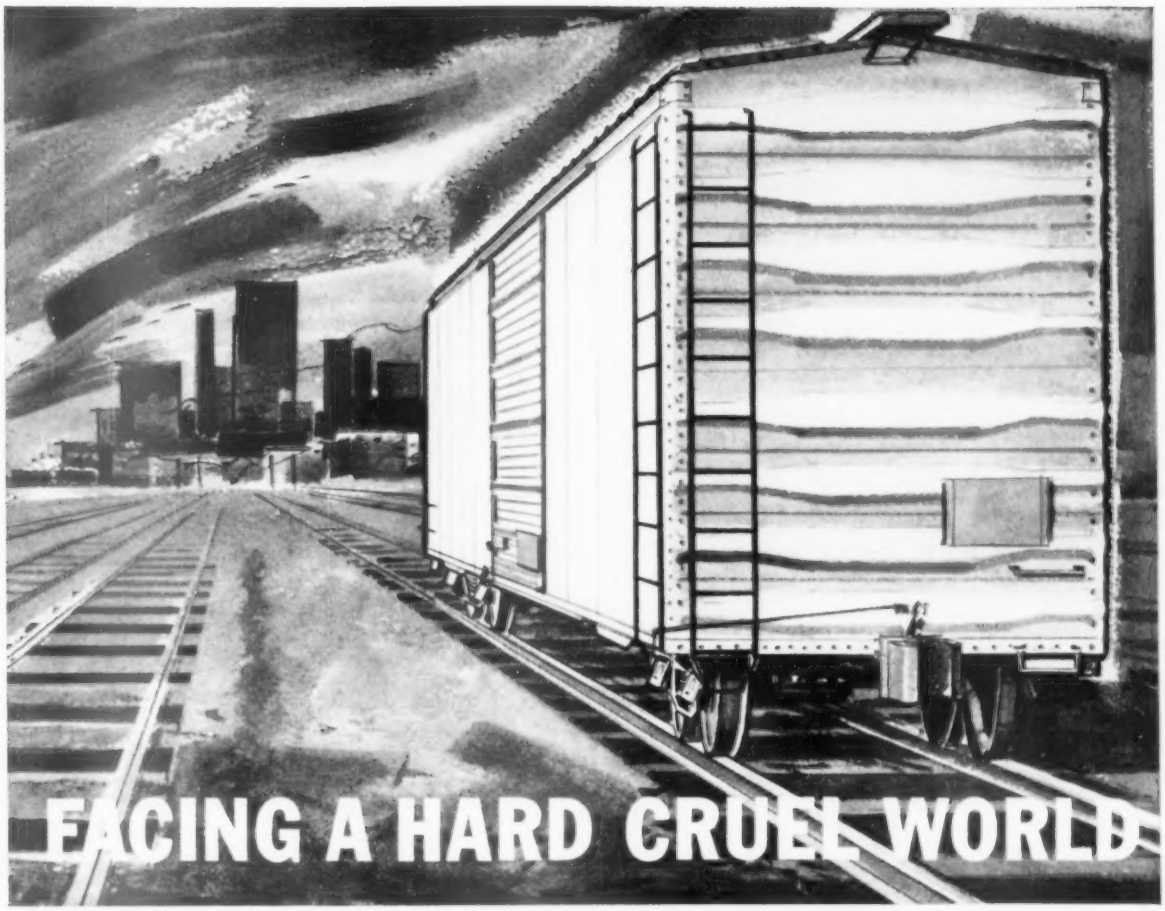
'Let's Have More'

Chicago, Ill.

To the Editor

Congratulations on your fine issue of January 26! Let's have more interviews with top men like Smathers and Forgash.

Hugh W. Foster
Manager Marketing Services
Pullman-Standard



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A car so new it's hardly dry behind its stencils! But this car is ready to take its share of *hard knocks*. These hard knocks will be cushioned by the Westinghouse Mark 40 Friction Draft Gear which has the capacity to absorb a 42,420 ft. lb.* impact with a low reaction or sill pressure. Fits standard 24⅝-inch pockets ...has 3¼ inches of travel. With its HIGH ABSORPTION and LOW REACTION the MARK 40 will lengthen the life of the car, *reduce* car maintenance, and *reduce* damage claims.

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Current Railroad Questions

Our discussion this week continues two topics first raised in earlier issues. The question on staggering rail joints first appeared in the issue of December 1 (p. 32), that about operating performance measurement in the issue of December 15 (p. 15). Both questions have sparked additional comments, which will appear in subsequent issues of Railway Age.

Other material lined up for future issues will include a car service quiz based on the revised car service rules that took effect April 1, 1958. There will also be discussion of these questions: "Should railroad labor agreements specify a definite retirement age?" and "What is the best way to use impact recorders?" . . . *G.C.R.*

Do We Measure Operating Performance Adequately?

"Concerning speed of average carload shipments from shipper to consignee:

"I am certain there are no statistics prepared by any railroad covering offline shipments, because it would require an enormous amount of clerical work, and, I feel, would produce very little compensation.

"All railroads, of course, have statistics covering the time a car moves from the shipper to the interchange point. If the car originated on one railroad and was forwarded to a consignee on the same railroad, a system of passing reports, which most railroads maintain, would supply the information desired by a shipper or consignee. However, I feel there is a loss of a specific record from the time a car is loaded until, moved and assembled in a train, it is started toward its destination. Likewise, at the destination there is a lapse of time from when the car arrives in the terminal until it is actually available on the consignee's siding.

"In speaking of these records, I particularly mean that I do not feel the average railroad maintains a running record on all shipments. If it is desired by the shipper, consignee, or railroad management to know the movement of a specific car, such records are obtainable, I believe, on most railroads.

"As for statistical warning of a performance that is slipping, our close contact with shippers and consignees by our agents, freight solicitors, and operating people seems to provide the shipper with satisfactory service. They, naturally, give us sufficient information to indicate whether their freight is urgently needed; and if it is sufficiently important, it is placed in symbol trains for preferred movement. The symbol trains are assembled on a schedule basis designed to provide the most efficient service to any consignee or shipper who wishes to use the service. The performance of these symbol trains is watched very carefully. The schedules are maintained on an 'on-time' basis as near 100% as possible.

"Much has been written about cars spending great amounts of time in terminals and not moving, which leads the public to believe the railroads are not capable of operating their normal flow of traffic in a fluid manner. What is not known by the average individual is that some freight is urgently needed at its destination, and that other freight arrives at its destination to meet certain requirements for disposition, such as a car of freight or a trainload of freight at a waterfront to be placed on a vessel. The same situation exists with freight scheduled for certain construction projects. Also, freight moving to interharbor points, at times, is stockpiled or loaded at the originating point in greater quantity than is disposed of at the point of destination. There is actually no real point in expediting such shipments. Rather, such shipments should be scheduled; and the flow should be regulated from the location where the freight is actually unloaded. This, I believe, answers your question: 'Should low-rated freight move on a tonnage or a time basis?'

"All freight shipments, as I see it, should be handled on the basis of the urgency for their disposition at their destination. In this manner, the rush shipments can be expedited. Shipments with a lesser degree of speed requirments can be scheduled through terminals and to their destination in an orderly manner to avoid congestion at any point."—*J. B. Robinson, Sr., assistant superintendent, Western Maryland.*

Why Are Rail Joints Staggered at Midpoints of Rails?

"White it is true that railroads on this continent agree that staggered joints are better, many railroads in Europe still use the even joints successfully. This may be because European axle loads are less than those on this continent. In the early years, most of our railroad mileage was laid with even joints. However, our experience has indicated that we can maintain better surface and more economical maintenance cost with staggered joints.

"It has been established that the greatest stress in rail occurs at the rail ends and, with broken joints and heavy axle loads we use, it is our experience that the hammering effect which tends to cause low joints is better distributed over the track (particularly when it is well ballasted), and there is less difficulty in keeping up the joints.

"One economical advantage of laying rail with staggered joints is that in laying rail, primarily around curves, the joints can run some distance ahead of the middle of the opposite rail, which avoids a lot of cutting in order to make the joints come even to balance the shorter inside rail."—*Clark Hungerford, president, SL-SF.*

CONDUCTED by C. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper and is devoted to authoritative answers to questions of interest to railroaders at all levels of responsibility. Readers are invited to submit questions and, when so inclined, letters agreeing or disagreeing with our answers. We will pay $10 for questions suggested by readers, which are used in this column. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

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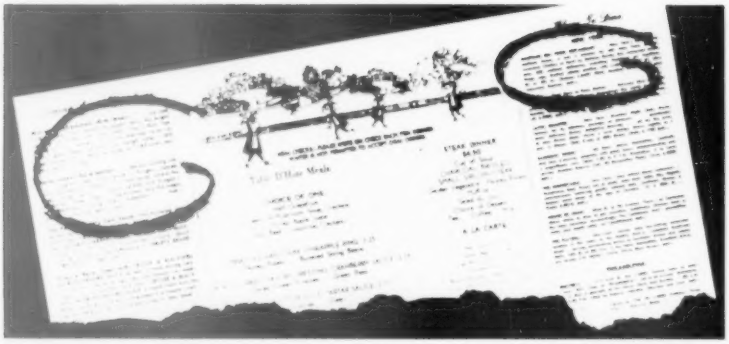
RAIL GRINDING

Whether it's 'Chef's Carts' . . .

PRR Diners

With costs up and still rising, the Pennsylvania's dining car service ratio is holding at a creditable 125. Yet patrons receive the same high-quality service they always got. Close attention to every detail of service is the road's formula for keeping its diners busy.



. . . or selling ads on menus . . .

or standard 'Broadway' meals, PRR is market-minded.

Dinner on the westbound "Broadway Limited" begins in Pennsylvania Station, New York, with soft music from tape recorders. Flowers in silver holders, gleaming silver tableware, yards of crisp linen and a strong emphasis on personal service help maintain the standard of quality for which the "Broadway" is noted.

The music is a small extra embellishment. The Pennsylvania feels it helps establish an atmosphere of luxury in the leader of the PRR passenger fleet. The railroad feels that the market for luxury transportation is worth cultivating. The all-room Broadway, PRR people think, will continue to draw a large clientele because a lot of travelers are willing to pay for a luxury overnight service between New York and Chicago. To appeal to this market, though, the service must be first class in every respect.

Coach Passengers, Too

On the other side of the coin, coach passengers on a New York-Philadelphia "clocker" can take any of several runs that complete the short trip between meal times. For a number of reasons, many passengers on a trip of this length will not use a diner, even if they happen to be en route during meal hours.

Though they may stay out of the diners because they prefer to eat at home or because they are conditioned to think of diners as expensive, these people are a potential market for diner services, which are supplied. Passengers can get a sandwich, candy bar, milk, coffee, soft drink, from the "Chef's Carts," wheeled through the aisles by dining car attendants.

The refreshment carts do a good business. A cart loaded for the four-hour New York-Washington run carries a $90 to $100 payload. This yields

Keep the Market in Mind

a good 25 per cent better return than the "news butchers" the carts replaced were able to bring in.

It's not just a matter of taped music and wheeled sandwich stands, either. The Pennsylvania dining car service has analyzed each of its many potential markets just as carefully as these. For each, there is a well planned attempt to provide a service that will sell.

The first part of the program is to put the right kind of dining service on the trains. The second is to sell it. Train personnel, including operating employees and dining car attendants, make a continuing effort to sell the kind of service their train affords. Leaflets are left in each seat pointing out what kind of dining service is available. Special features, like the "Economeals" offered at low prices during off hours, are plugged. People are reminded that the diner offers a variety of services.

Like the Broadway's dinner music and the Chef's Cart sandwiches, coach merchandising is good business. PRR coaches on most runs show good occupancy figures, which means a large potential market that can be cultivated.

Selling the Service

Once the passenger is in the car, the PRR dining car people do their best to make sure he is happy with what he gets. The Economeals, for example, are low-priced, but the food served is popular and the quality is tops. The same philosophy holds for the regular meals. The railroad recognizes that the change in dining car patronage from the carriage trade to the coach trade necessarily shifts the emphasis from high-priced meals to lower-priced dishes. The low-cost menu has in the past been neglected on many roads that have taken pride in the quality of their steaks and roasts. On the Pennsylvania, the chopped steaks and omelets get the same quality materials and careful attention from chefs that higher priced foods get. Object: to keep the customers happy.

Some railroads have come to look on dining cars as a necessary overhead that must be operated as a public service to keep the good will of certain freight shippers. Others see dining service swallowed up in operating costs with no hope of self-sufficiency.

Neither of these theories is held on the PRR. Where dining cars are obviously unneeded and unused, they are dropped. Where operating costs far exceed revenues, efforts are made to cut costs, and service gets special attention to bring in the maximum revenue.

Dining car service has been facing a declining volume of passenger traffic for years. First class passengers—traditionally the main users of dining car service—dropped on the Pennsy over 23 per cent below 1957 figures in the first ten months of 1958. PRR coach traffic in the same period, however, held up much better.

The future of the dining cars rather obviously lies in getting more coach passengers into the diners. As S. N. Phelps, PRR manager of dining car services, points out, the potential customers already are on the trains. The problem is to make them want to use dining car service.

One way, Mr. Phelps suggests, is to put more effort into selling the services railroads already have that give the customers what they want. Make more frequent meal calls, and make calls also for coffee breaks and mid-afternoon and evening snacks. Let potential customers know what you have to offer by leaving leaflets on seats—or giving them to porters to distribute in person. This approach has now been in use on the PRR for some time.

Patrons, once in the dining cars, find menus offering meals that sound appetizing (and are), that are in line with their pocketbooks, and are served in a friendly manner.

All these things help. But existing diner service patterns are almost always a financial drain in terms of present day travel patterns. Therefore, the Pennsylvania is concentrating on scientific scheduling—putting the right kind of cars where there is a demand for them. If a train requires a buffet, the dining car department makes sure that it gets a buffet and not a 48-seat diner. If a bar car or a coffee-shop-tavern is required for a football special, that is the type of car assigned.

Staff Size Varies

If a car is a one-man operation, the PRR assigns one man to run it. If it requires a large staff, as the Broadway does, the large staff is assigned. Meanwhile, no ten-man crews run up overhead on one-man cars.

Where light patronage makes it necessary, dining cars are taken out of service. Cars assigned on a chartered basis to special trains (which make up a fairly good volume on the PRR), are carefully priced to return full out-of-pocket costs wherever possible.

Overhead has been cut as much as possible by such familiar food management practices as careful buying and efficient menu planning—plus the already mentioned care in providing popular dishes that will be ordered. Other means of decreasing overhead include devices for increasing miscellaneous revenue.

Among these are advertisements on menus and the backs of meal checks, sales of menu-holder space for promotional uses, merchandising of Congressional glasses (large old-fashioned glasses with a PRR design etched in, that retail for $3.00 a set of six and are available direct from the dining car headquarters), and so forth.

The new editorial-style advertising arrangement on menus is a good example of the way additional sources of revenue are being obtained. Menus are seen by about 400,000 diners a month, all of whom are thinking about food at the time. This is a sizable market. Advertisers of food and related services are paying for the privilege of reaching it.

Restaurants in an on-line city, for example, benefit from having their names on the menu of a train that is traveling to their city.

Meet the Customer's Needs

What it all adds up to is service tailored to the customer. When the customer's requirements change, as they have during the past decade, the dining car service changes with them.

There may well be more changes in the future—a new car design is being talked about, for example. Not yet ready for detailed discussion, the new car is being designed to cut food handling costs even more.

The philosophy that guides PRR dining car services—now and those being planned for the future—is summed up in a message Mr. Phelps recently distributed to his personnel.

"We need more dollars and cents," the note began. "Let's make this 'Increase the Revenue' month. Try an extra meal call every day. Do you realize if only three more passengers are served each meal period on every train, at a minimum meal check average of $1.75, that $700 could be added to our daily revenue, or $21,000 in a 30-day month? Suggest beverage service to your patrons. Push the sale of Congressional glasses. Distribute flyers advertising our service on all trains. Promote good will daily by friendly, courteous service. Make patrons feel welcome in your car. Always remember, the more people we serve, the more revenue we receive, the more jobs we provide . . . everyone benefits."

Freight Operating Statistics of Large Railroads—Selected Items

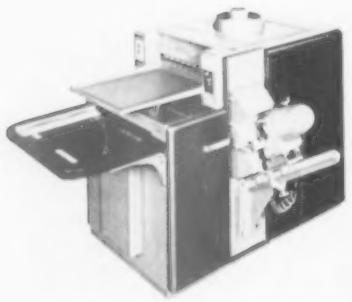
Region, Road and Year		Miles of road operated	Locomotive Miles: Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (*thousands*)	Car Miles: Per cent loaded	Ton-miles (*thousands*): Gross excl.locos & tenders	Ton-miles (*thousands*): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent B. O.	Road-locos on lines: Per cent B. O.
New England Region	Boston & Maine	1958	1,559	219,377	219,737	4,080	8,193	62.1	571,163	236,397	59	19	16	17.0
		1957	1,560	234,965	235,012	4,253	8,778	62.7	598,875	243,222	77	2	2	2.5
	N. Y., N. H. & Htfd	1958	1,739	252,078	252,078	15,360	10,322	66.0	672,423	283,778	73	..	13	15.1
		1957	1,739	276,698	276,698	18,625	11,011	64.6	730,661	306,930	87	..	8	8.4
Great Lakes Region	Delaware & Hudson	1958	764	160,182	162,736	3,315	8,243	64.5	591,076	300,121	36	..	3	7.7
		1957	771	169,766	175,864	7,490	9,233	66.9	667,255	352,001	38	..	2	5.0
	Del., Lack. & Western	1958	922	247,572	251,210	9,079	10,507	65.0	712,789	298,187	60	..	4	6.3
		1957	928	266,448	272,584	16,208	11,893	66.9	788,411	332,754	60	..	3	4.8
	Erie	1958	2,207	544,636	546,823	12,572	30,859	68.9	1,927,269	754,323	170	3	1	.6
		1957	2,207	595,055	597,855	17,290	33,599	67.8	2,097,009	811,975	172	..	1	.6
	Grand Trunk Western	1958	951	185,183	185,633	1,360	6,197	59.2	445,560	177,289	40	16	17	23.3
		1957	951	225,975	234,450	1,596	7,353	60.5	518,012	200,838	49	14	15	19.2
	Lehigh Valley	1958	1,118	198,412	201,345	3,969	8,783	63.9	615,444	279,189	28	..	6	17.6
		1957	1,133	224,642	227,814	5,118	9,423	63.7	680,973	319,432	30	..	4	11.8
	New York Central	1958	10,447	2,027,847	2,039,652	73,737	85,613	59.0	6,404,685	2,916,100	434	5	39	8.2
		1957	10,570	2,171,622	2,195,447	105,115	91,455	58.3	6,856,067	3,051,396	465	20	23	4.5
	New York, Chic. & St. L.	1958	2,155	582,689	582,689	4,407	27,040	64.4	1,954,507	878,207	101	31	4	2.9
		1957	2,155	700,177	714,134	5,020	30,547	63.3	2,199,901	984,920	169	7	15	7.9
	Pitts. & Lake Erie	1958	221	54,901	54,901	....	2,218	64.8	205,006	129,672	14	1	..	..
		1957	221	62,803	62,803	....	2,624	65.8	231,205	143,428	16	..	..	..
	Wabash	1958	2,379	514,991	515,507	4,201	22,812	67.0	1,553,450	660,707	114	..	..	..
		1957	2,379	532,700	534,320	6,314	23,543	65.1	1,592,638	645,569	110	..	2	1.8
Central Eastern Region	Baltimore & Ohio	1958	5,830	1,303,790	1,400,169	88,401	66,327	64.9	4,602,543	2,257,350	426	93	6	1.1
		1957	5,896	1,595,325	1,753,723	151,515	66,017	60.1	5,471,243	2,675,687	462	25	52	9.6
	Bessemer & Lake Erie	1958	203	50,629	51,039	56	2,364	71.3	251,888	167,772	12	1	..	..
		1957	208	52,702	56,798	128	2,443	62.2	287,766	188,340	15	..	..	..
	Central RR Co. of New Jersey	1958	600	111,678	113,070	5,970	4,291	65.3	327,650	174,187	68	..	5	6.8
		1957	612	123,928	124,976	6,249	4,679	65.4	355,696	188,054	67	..	2	2.9
	Chicago & Eastern Ill.	1958	863	132,876	132,876	2,699	5,566	62.0	436,102	217,607	29	..	4	12.1
		1957	862	116,858	116,858	2,433	5,111	64.9	375,582	183,422	26	..	3	10.3
	Elgin, Joliet & Eastern	1958	236	58,828	59,127	....	2,192	61.8	181,719	98,883	38	5	1	2.3
		1957	236	86,917	87,374	....	2,603	60.1	221,635	119,877	38	1	4	9.3
	Pennsylvania System	1958	9,885	2,681,786	2,823,495	181,520	117,342	64.9	8,713,455	4,167,635	692	50	131	15.0
		1957	9,911	2,971,136	3,174,454	235,932	126,643	64.4	9,462,420	4,524,766	848	43	187	17.3
	Reading	1958	1,302	285,699	286,951	9,827	10,894	59.8	919,195	480,491	140	12	40	20.8
		1957	1,303	339,588	341,716	12,622	12,901	60.4	1,089,007	575,924	164	17	11	5.7
	Western Maryland	1958	844	151,103	157,366	8,979	6,429	62.1	568,221	327,569	42	2	1	2.2
		1957	846	169,990	175,098	8,599	6,999	62.9	615,114	356,070	52	..	..	..
Pocahontas Region	Chesapeake & Ohio	1958	5,066	1,236,404	1,240,013	23,155	59,695	55.1	5,377,751	3,017,303	595	..	12	2.0
		1957	5,067	1,550,330	1,556,260	30,628	71,099	54.2	6,583,540	3,654,977	618	3	70	10.1
	Norfolk & Western	1958	2,116	635,854	672,385	45,256	33,701	56.8	3,223,484	1,765,294	194	12	7	3.3
		1957	2,110	727,231	800,877	65,010	39,293	56.1	3,833,624	2,115,132	236	13	9	3.5
	Rich. Fred. & Potomac	1958	110	31,197	31,197	636	2,189	65.0	144,867	58,269	11	4	..	..
		1957	110	38,652	38,652	823	2,601	66.7	170,001	70,791	15	..	..	..
	Virginian	1958	608	146,068	148,453	3,625	7,544	53.4	736,373	412,792	53	13	12	15.4
		1957	611	179,175	182,520	5,181	9,475	54.1	930,930	531,071	62	6	9	11.7
Southern Region	Atlantic Coast Line	1958	5,296	632,846	632,846	6,494	23,776	57.2	1,872,809	855,805	133	7	1	.7
		1957	5,283	681,477	681,480	8,035	23,179	57.5	1,787,435	803,787	105	29	1	.7
	Central of Georgia	1958	1,730	193,534	193,534	2,519	7,699	64.2	592,132	286,133	35	..	2	5.4
		1957	1,730	196,840	196,840	1,940	8,190	66.0	592,849	290,753	34	..	2	5.6
	Florida East Coast	1958	571	95,517	95,517	....	3,308	51.2	269,191	98,985	49	..	5	9.3
		1957	571	109,305	109,305	40	3,494	52.8	276,032	103,071	51	..	7	12.1
	Gulf, Mobile & Ohio	1958	2,717	270,779	270,779	58	16,084	67.8	1,160,159	578,595	86	..	5	5.5
		1957	2,717	271,012	271,012	209	15,668	66.6	1,108,387	533,826	86	..	5	5.5
	Illinois Central	1958	6,497	1,079,093	1,079,093	30,199	49,407	62.2	3,704,246	1,767,554	199	41	151	38.6
		1957	6,497	1,172,714	1,172,714	33,067	49,975	60.3	3,743,381	1,722,145	276	46	47	12.7
	Louisville & Nashville	1958	5,680	940,114	941,265	18,167	38,569	60.0	3,056,352	1,529,014	157	..	3	1.9
		1957	5,686	1,076,708	1,079,134	20,564	39,345	60.0	3,069,604	1,536,507	161	..	4	2.4
	Seaboard Air Line	1958	4,135	599,748	599,748	966	23,449	59.3	1,831,876	852,382	145	..	6	4.0
		1957	4,049	625,696	625,696	575	23,827	59.6	1,805,943	829,576	140	..	5	3.4
	Southern	1958	6,249	862,973	863,153	9,861	41,019	66.1	2,807,263	1,327,960	196	1	16	7.5
		1957	6,251	882,414	882,488	9,473	41,577	66.3	2,784,435	1,290,321	194	2	20	9.3
Northwestern Region	Chicago & North Western	1958	9,254	938,151	938,244	9,520	41,662	60.9	2,687,166	1,249,860	167	..	11	6.2
		1957	9,252	926,237	926,237	8,924	35,505	61.5	2,626,328	1,118,407	185	..	7	3.6
	Chicago Great Western	1958	1,437	138,485	138,485	169	7,856	67.4	547,162	253,491	26	..	..	..
		1957	1,437	138,101	138,101	219	7,809	64.4	557,270	254,863	29	..	1	3.3
	Chic., Milw., St. P. & Pac.	1958	10,583	937,755	951,841	13,888	44,799	63.9	3,088,978	1,379,809	291	7	8	2.6
		1957	10,586	959,123	972,238	16,613	43,642	62.6	3,022,817	1,319,176	297	1	9	2.9
	Duluth, Missabe & Iron Range	1958	554	84,709	84,960	557	4,373	51.6	482,433	294,170	76	23	2	2.0
		1957	567	131,505	131,909	921	6,120	50.0	684,317	418,480	66	6	10	12.2
	Great Northern	1958	8,281	1,047,011	1,051,163	25,970	47,586	65.5	3,475,931	1,664,046	265	..	5	1.9
		1957	8,273	1,161,671	1,165,913	24,308	48,506	65.4	3,515,287	1,666,350	251	53	1	.3
	Minneap., St. P. & S. St. Marie	1958	4,169	389,761	391,241	1,707	14,686	67.8	984,636	461,908	84	8	4	4.2
		1957	4,169	447,196	448,436	1,268	14,342	65.2	996,421	452,913	86	8	4	4.1
	Northern Pacific	1958	6,533	786,342	793,407	10,439	36,243	70.8	2,393,318	1,115,582	237	4	4	1.6
		1957	6,534	798,970	807,015	14,058	34,785	67.1	2,369,706	1,072,974	240	50	8	2.7
	Spokane, Portland & Seattle	1958	935	148,586	148,586	1,329	6,707	75.3	409,880	183,095	55	..	2	3.5
		1957	944	141,036	141,036	1,351	5,931	72.4	395,010	186,388	57	..	..	..
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1958	13,086	2,498,460	2,663,745	61,875	119,570	64.5	8,324,818	3,255,030	577	6	113	16.2
		1957	13,172	2,413,443	2,547,550	49,277	112,930	62.6	7,799,896	2,902,404	571	26	90	13.1
	Chic., Burl. & Quincy	1958	8,676	1,204,957	1,200,496	31,143	54,779	66.4	3,657,426	1,596,856	150	10	70	30.4
		1957	8,728	1,194,092	1,188,614	24,394	53,181	64.2	3,534,496	1,466,766	171	24	46	19.1
	Chic., Rock I. & Pac.	1958	7,548	943,988	940,437	3,459	38,313	64.9	2,743,191	1,218,302	173	..	12	6.5
		1957	7,614	984,212	986,066	2,213	36,816	60.4	2,842,116	1,201,021	182	..	4	2.2
	Denver & R. G. Wn.	1958	2,155	349,951	374,393	40,388	16,940	73.8	1,155,676	566,845	86	5	5	5.2
		1957	2,155	357,924	386,216	38,567	16,990	68.4	1,171,091	545,188	89	3	5	5.2
	Southern Pacific	1958	8,025	2,176,825	2,258,247	125,766	100,580	65.4	6,883,103	2,867,873	641	4	48	6.9
		1957	8,035	2,013,731	2,094,249	127,198	97,105	64.7	6,614,289	2,685,708	676	96	44	5.4
	Union Pacific	1958	9,748	2,461,581	2,507,833	76,701	116,898	65.9	7,819,291	3,260,036	396	15	98	19.3
		1957	9,786	2,396,948	2,451,719	92,056	116,983	64.9	7,837,091	3,176,072	389	95	63	11.5
	Western Pacific	1958	1,189	274,425	281,603	16,281	12,280	70.7	792,713	350,956	45	..	2	4.3
		1957	1,190	249,398	272,129	12,724	11,651	67.4	763,016	325,580	46	..	..	..
Southwestern Region	Kansas City Southern	1958	886	131,514	131,520	62	8,286	67.7	607,215	285,333	22	..	1	4.3
		1957	886	129,282	129,289	313	7,547	64.3	560,041	251,120	26	..	1	3.7
	Louisiana & Arkansas	1958	746	74,875	74,875	108	4,141	65.1	321,195	153,169	18	..	..	..
		1957	746	83,191	83,191	62	4,121	61.9	329,913	154,028	17	..	..	..
	Mo.-Kans.-Texas Lines	1958	2,915	228,741	228,741	2,071	11,807	65.1	812,093	365,307	75	..	3	3.8
		1957	3,172	249,631	249,631	2,548	11,352	60.1	797,803	337,314	75	..	4	5.1
	Missouri Pacific	1958	9,515	1,158,960	1,158,960	8,903	55,260	63.4	4,010,399	1,860,981	224	20	14	5.4
		1957	9,645	1,147,091	1,147,091	8,975	53,010	63.3	3,816,256	1,717,448	350	4	19	5.1
	St. Louis-San Francisco	1958	4,541	606,749	606,749	5,765	25,714	67.8	1,765,843	838,772	99	..	11	10.0
		1957	4,573	628,005	628,005	5,944	25,370	65.2	1,737,986	787,208	99	..	7	6.6
	St. Louis Southw. Lines	1958	1,554	311,348	311,426	1,559	14,792	73.3	934,446	417,711	52	..	1	1.9
		1957	1,554	305,100	305,134	1,429	14,547	72.9	901,381	402,930	57	..	1	1.7
	Texas & New Orleans	1958	4,206	617,923	617,923	446	27,837	66.8	1,927,574	894,767	136	..	2	1.4
		1957	4,272	589,985	589,985	635	26,157	65.0	1,822,489	826,786	138	..	..	..
	Texas & Pacific	1958	1,822	267,133	267,133	2,396	13,404	65.9	952,843	376,677	37	..	2	5.1
		1957	1,822	275,064	275,064	2,507	13,443	62.8	988,460	388,744	43	..	1	2.3

For the Month of October 1958 Compared with October 1957

Region, Road and Year		Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New England Region														
Boston & Maine	1958	2,209	7,117	9,326	4.1	40,996	2,610	1,080	28.9	786	43.8	4,891	15.7	85.9
	1957	2,084	7,924	10,008	1.8	39,291	2,556	1,038	27.7	776	44.7	5,029	15.4	106.9
N. Y., N. H. & Htfd	1958	2,629	12,231	14,860	4.5	41,069	2,668	1,126	27.5	695	33.3	5,264	15.4	119.4
	1957	3,013	13,363	16,376	2.5	41,697	2,641	1,109	27.9	593	33.0	5,693	15.8	122.6
Great Lakes Region														
Delaware & Hudson	1958	4,162	5,993	10,155	9.1	65,255	3,710	1,884	36.4	965	41.1	12,672	17.7	144.1
	1957	2,922	5,824	8,746	4.9	67,949	3,950	2,084	38.1	1,327	52.0	14,727	17.3	154.9
Del., Lack. & Western	1958	5,677	8,563	14,240	10.9	52,585	2,913	1,218	28.4	672	36.5	10,433	18.3	145.9
	1957	5,367	9,425	14,792	4.7	54,127	3,010	1,271	28.0	704	37.6	11,567	18.3	163.9
Erie	1958	10,379	15,148	25,527	6.7	73,504	3,568	1,397	24.4	970	57.6	11,025	20.8	116.2
	1957	10,079	18,443	28,522	4.2	72,631	3,552	1,375	24.2	922	56.2	11,868	20.6	126.9
Grand Trunk Western	1958	4,960	6,945	11,905	6.3	53,721	2,418	962	28.6	467	27.6	6,014	22.3	92.5
	1957	5,491	6,954	12,445	7.9	50,112	2,305	894	27.3	520	31.5	6,812	21.9	104.3
Lehigh Valley	1958	6,940	8,487	15,427	10.0	62,711	3,138	1,424	31.8	578	28.4	8,056	20.2	218.4
	1957	4,162	10,130	14,292	6.4	66,834	3,070	1,440	33.9	733	33.9	9,095	22.0	242.8
New York Central	1958	64,192	71,931	136,123	9.0	54,872	3,192	1,454	34.1	686	34.1	9,004	17.4	160.9
	1957	56,401	85,287	141,688	3.5	53,073	3,193	1,421	33.4	747	36.9	9,312	16.8	167.9
New York, Chic. & St. L.	1958	10,593	13,816	24,409	13.3	59,049	3,398	1,527	32.5	1,215	58.0	13,146	17.6	157.3
	1957	9,874	15,504	25,378	8.2	53,914	3,189	1,428	32.2	1,248	61.1	14,743	17.2	135.5
Pitts & Lake Erie	1958	7,141	3,703	10,844	8.6	64,245	3,743	2,368	58.5	359	9.5	18,927	17.2	118.6
	1957	4,798	7,802	12,600	8.1	58,667	3,697	2,293	54.7	365	10.1	20,935	15.9	129.8
Wabash	1958	10,583	8,778	19,361	6.4	62,768	3,024	1,286	29.0	1,099	56.6	8,959	20.8	156.5
	1957	9,263	10,853	20,116	5.1	64,607	3,022	1,217	27.4	1,039	58.1	8,754	21.6	166.5
Central Eastern Region														
Baltimore & Ohio	1958	58,449	40,882	99,331	17.0	54,986	3,579	1,755	34.0	720	32.6	12,490	15.6	95.9
	1957	50,102	44,662	94,764	7.7	52,388	3,490	1,707	40.5	925	38.0	14,639	15.3	119.6
Bessemer & Lake Erie	1958	4,148	1,655	5,803	7.8	84,215	5,444	3,626	71.0	945	18.7	26,660	16.9	141.5
	1957	4,863	901	5,764	9.2	95,667	5,635	3,688	77.1	1,058	22.1	29,209	17.5	128.8
Central RR Co. of New Jersey	1958	3,595	8,254	11,849	5.3	42,294	3,065	1,629	40.6	448	16.9	9,365	14.4	77.5
	1957	2,828	9,131	11,959	2.3	40,922	2,973	1,572	40.2	502	19.1	9,912	14.3	86.7
Chicago & Eastern Ill.	1958	2,750	3,015	5,765	7.8	58,420	3,302	1,647	39.1	1,101	45.4	8,134	17.8	143.8
	1957	3,017	2,966	5,983	10.8	56,881	3,231	1,578	35.9	964	41.4	6,864	17.7	142.3
Elgin, Joliet & Eastern	1958	7,396	6,267	13,663	4.8	22,349	3,204	1,744	45.1	234	8.4	13,516	7.2	60.6
	1957	7,350	8,381	15,731	5.5	22,044	2,699	1,460	46.1	244	8.8	16,386	8.6	87.9
Pennsylvania System	1958	127,650	71,487	199,137	19.7	55,970	3,345	1,600	35.5	676	29.4	13,600	17.2	122.1
	1957	96,868	98,593	195,461	10.2	53,826	3,272	1,565	35.7	741	32.2	14,727	16.9	110.9
Reading	1958	16,810	18,896	35,706	18.5	48,280	3,217	1,682	44.1	437	16.6	11,905	15.0	60.3
	1957	13,094	19,330	32,424	4.5	51,062	3,207	1,696	44.6	583	21.6	14,258	15.9	70.6
Western Maryland	1958	6,710	3,258	9,968	3.2	55,280	3,836	2,211	51.0	1,080	34.1	12,520	14.7	132.1
	1957	5,447	3,325	8,772	2.9	53,675	3,722	2,155	50.9	1,277	39.9	13,577	14.8	123.3
Poconhontas Region														
Chesapeake & Ohio	1958	61,297	31,561	92,858	4.9	80,259	4,374	2,454	50.5	1,059	38.0	19,213	18.5	72.6
	1957	62,317	30,442	92,759	9	80,775	4,271	2,371	51.4	1,292	46.4	23,269	19.0	80.1
Norfolk & Western	1958	39,259	9,954	49,213	3.9	88,448	5,195	2,845	52.4	1,178	39.5	26,912	17.4	117.8
	1957	39,051	10,187	49,238	.8	91,285	5,425	2,993	53.8	1,402	46.4	32,337	17.4	116.5
Rich. Fred. & Potomac	1958	108	962	1,070	3.3	91,746	4,652	1,871	26.6	1,799	103.9	17,088	19.8	72.8
	1957	51	940	991	.8	90,187	4,404	1,834	27.2	2,082	114.7	20,760	20.5	90.7
Virginian	1958	12,642	1,348	13,990	3.3	74,127	5,128	2,874	54.7	940	32.2	21,901	14.7	71.2
	1957	11,287	2,168	13,455	2.0	72,826	5,291	3,018	56.0	1,290	42.5	28,038	14.0	88.6
Southern Region														
Atlantic Coast Line	1958	20,067	15,867	35,934	3.2	50,622	2,966	1,355	36.0	793	38.5	5,213	17.1	174.8
	1957	22,049	17,325	39,374	2.4	47,495	2,630	1,183	34.7	663	33.2	4,908	18.1	183.5
Central of Georgia	1958	3,602	5,997	9,599	3.7	52,916	3,062	1,480	37.2	986	41.3	5,335	17.3	193.6
	1957	3,091	6,562	9,653	3.3	52,679	3,016	1,479	35.5	1,002	42.8	5,421	17.5	203.2
Florida East Coast	1958	848	3,721	4,569	.9	46,686	2,825	1,039	29.9	762	49.8	5,592	16.6	63.2
	1957	563	3,409	3,972	.9	42,996	2,539	948	29.5	830	53.3	5,823	17.0	66.8
Gulf, Mobile & Ohio	1958	6,237	9,483	15,720	5.8	77,406	4,289	2,139	36.0	1,195	49.0	6,869	18.1	105.3
	1957	6,087	10,394	16,481	6.5	74,343	4,094	1,972	34.1	1,089	44.4	6,338	18.2	105.1
Illinois Central	1958	26,012	28,819	54,831	3.3	56,504	3,463	1,652	35.8	1,080	48.5	8,776	16.5	101.4
	1957	27,242	25,645	52,887	1.8	53,117	3,226	1,484	34.5	1,049	50.5	8,551	16.6	116.6
Louisville & Nashville	1958	31,210	18,802	50,012	7.3	53,714	3,258	1,630	39.6	986	41.4	8,684	16.3	215.5
	1957	31,930	19,132	51,062	5.7	50,383	2,858	1,449	39.6	999	42.1	8,830	17.7	234.7
Seaboard Air Line	1958	17,041	12,508	29,549	3.0	57,554	3,102	1,443	36.4	920	42.7	6,650	18.8	150.2
	1957	14,308	14,150	28,658	2.7	53,524	2,944	1,352	34.8	967	46.6	6,609	18.5	162.8
Southern	1958	17,463	28,168	45,631	5.2	54,544	3,270	1,547	32.4	925	43.2	6,855	16.8	153.5
	1957	16,692	25,544	42,236	4.4	52,173	3,167	1,468	31.0	991	48.1	6,659	16.5	151.1
Northwestern Region														
Chicago & North Western	1958	20,914	27,689	48,603	4.5	51,961	2,883	1,341	30.0	791	43.3	4,357	18.1	185.9
	1957	22,107	29,637	51,744	4.1	49,051	2,859	1,217	31.5	696	35.9	3,899	17.3	177.7
Chicago Great Western	1958	1,888	3,722	5,610	4.1	72,798	3,959	1,834	32.3	1,440	66.2	5,690	18.4	184.5
	1957	2,252	4,655	6,907	3.2	74,641	4,044	1,849	32.6	1,198	57.0	5,721	18.5	155.2
Chic., Milw., St. P. & Pac.	1958	32,276	27,877	60,153	4.9	61,849	3,301	1,474	30.8	746	37.9	4,206	18.8	111.9
	1957	32,941	27,155	60,096	5.2	59,563	3,162	1,380	30.2	698	36.9	4,020	18.9	114.5
Duluth, Missabe & Iron Range	1958	14,434	686	15,120	4.5	100,696	6,203	3,783	67.3	548	18.6	17,129	17.7	32.0
	1957	14,672	994	15,666	5.5	97,412	5,458	3,338	68.4	881	25.7	23,808	18.7	62.6
Great Northern	1958	21,052	23,975	45,027	2.5	62,938	3,372	1,614	35.0	1,147	50.1	6,482	19.0	139.1
	1957	23,895	20,233	44,128	2.6	57,318	3,072	1,456	34.4	1,207	53.7	6,497	18.9	136.7
Minneap., St. P. & S. St. Marie	1958	6,311	7,036	13,347	5.6	53,647	2,540	1,191	31.5	1,074	50.4	3,574	21.2	145.6
	1957	6,923	8,238	15,161	2.6	47,942	2,240	1,018	31.1	954	46.9	3,504	21.5	165.8
Northern Pacific	1958	17,108	16,072	33,180	3.0	61,805	3,046	1,420	30.8	1,023	46.9	5,508	20.3	115.1
	1957	18,358	17,702	36,060	3.4	58,851	2,970	1,345	30.8	958	46.3	5,297	19.8	95.8
Spokane, Portland & Seattle	1958	1,378	4,683	6,061	1.9	41,583	2,272	1,238	27.3	959	46.6	6,317	15.1	95.3
	1957	1,431	4,365	5,796	2.5	41,031	2,819	1,330	31.4	1,050	46.2	6,369	14.7	93.3
Central Western Region														
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1958	47,783	39,252	87,035	6.7	74,396	3,339	1,306	27.2	1,178	67.1	8,024	22.3	137.3
	1957	53,411	36,971	90,382	6.7	72,413	3,237	1,204	25.7	1,053	65.5	7,108	22.4	131.4
Chic., Burl. & Quincy	1958	21,051	27,497	48,548	3.4	61,419	3,041	1,328	29.2	1,083	56.0	5,917	20.2	186.9
	1957	19,059	25,218	44,277	3.3	60,930	2,969	1,232	27.6	1,048	54.2	5,421	20.6	179.6
Chic., Rock I. & Pac.	1958	14,603	25,750	40,353	4.7	58,643	2,915	1,295	31.8	980	47.3	5,207	20.2	179.0
	1957	14,560	25,926	40,486	4.5	57,479	2,897	1,224	31.1	976	52.0	5,988	19.9	183.5
Denver & R. G. Wn.	1958	7,632	7,718	15,350	4.2	62,873	3,310	1,623	33.5	1,192	48.3	8,445	19.0	151.0
	1957	6,703	7,317	14,020	2.4	57,938	3,279	1,526	32.1	1,194	54.4	8,161	17.7	154.6
Southern Pacific	1958	33,222	40,703	73,925	1.9	63,648	3,195	1,331	28.5	1,201	64.4	11,528	20.1	120.8
	1957	31,570	43,458	75,028	1.7	66,432	3,322	1,349	27.7	1,160	64.8	10,702	20.2	97.0
Union Pacific	1958	29,282	35,029	64,311	1.6	81,728	3,198	1,334	27.9	1,599	86.9	10,788	25.7	171.6
	1957	31,732	32,649	64,381	1.8	83,259	3,303	1,339	27.1	1,563	88.7	10,469	25.5	156.8
Western Pacific	1958	2,296	3,644	5,940	2.6	77,641	2,908	1,288	28.6	1,862	92.2	9,522	26.9	213.4
	1957	2,405	3,335	5,740	2.6	75,471	3,080	1,314	27.9	1,727	91.6	8,826	24.7	208.3
Southwestern Region														
Kansas City Southern	1958	2,755	4,713	7,468	5.7	96,246	4,636	2,179	34.4	1,246	53.5	10,389	20.8	208.7
	1957	2,138	5,288	7,426	3.7	86,868	4,341	1,947	33.3	1,075	50.2	9,143	20.1	180.6
Louisiana & Arkansas	1958	2,227	2,860	5,087	8.2	81,604	4,303	2,052	37.0	982	40.8	6,623	19.0	164.1
	1957	2,001	3,451	5,452	5.0	75,947	3,968	1,853	37.4	901	39.1	6,660	19.2	164.0
Mo.-Kans.-Texas Lines	1958	4,645	8,131	12,776	9.6	58,160	3,560	1,602	30.9	918	45.6	4,043	16.4	104.0
	1957	4,276	6,515	10,791	8.3	55,967	3,209	1,357	29.7	987	55.2	3,430	17.5	112.2
Missouri Pacific	1958	21,149	28,078	49,227	8.1	66,755	3,477	1,613	33.7	1,234	57.8	6,309	19.3	166.3
	1957	20,690	26,335	47,025	5.4	67,675	3,338	1,502	32.4	1,171	57.1	5,744	20.3	167.9
St. Louis-San Francisco	1958	10,964	13,006	23,970	2.0	55,842	2,922	1,388	32.6	1,164	52.6	5,958	19.2	198.6
	1957	10,887	12,444	23,331	1.6	57,015	2,776	1,257	31.0	1,092	54.0	5,553	20.6	211.1
St. Louis Southw. Lines	1958	2,543	5,206	7,749	2.6	61,400	3,095	1,343	28.2	1,810	87.4	8,651	20.5	203.6
	1957	2,436	4,593	7,029	2.0	62,579	2,959	1,323	27.7	1,882	93.2	8,364	21.2	192.9
Texas & New Orleans	1958	5,796	15,103	20,899	1.6	69,522	3,137	1,456	32.1	1,364	63.5	6,862	22.3	152.9
	1957	6,264	14,513	20,777	1.8	64,581	3,110	1,411	31.6	1,265	61.6	6,243	20.9	146.6
Texas & Pacific	1958	3,158	6,163	9,321	4.0	75,270	3,586	1,417	28.1	1,309	71.6	6,669	21.1	233.1
	1957	3,208	5,374	8,582	3.4	74,203	3,612	1,420	28.9	1,455	80.1	6,883	20.6	222.9

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

New Products Report

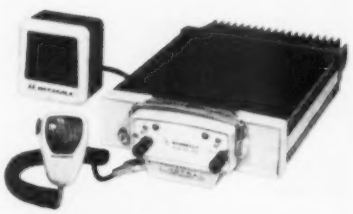


Lift Trucks Approved

A wide range of Hyster lift trucks have received Underwriters Laboratories Type GS and LPS approval. Approval requires special considerations in design and construction which permit use in areas where inflammable or explosive materials are being handled. Approved trucks include cushion-tired units from 3,000 to 8,000 lb capacity, and pneumatic-tired trucks from 2,000 to 5,000 lb capacity. *Hyster Co., Dept. RA, 1003 Myers St., Danville, Ill.*

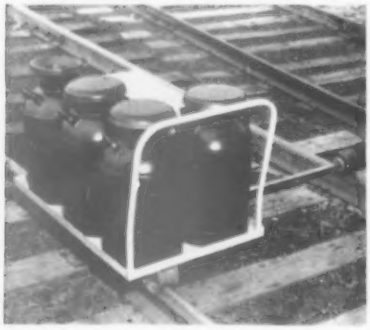
Enlarging Microfilm Printer

Enlarging prints can be made in 15 seconds from microfilm negatives on Bruning's new Copytron Model 1000 Enlarger-Printer. With Copytron, a firm can have microfilm filing efficiency yet have immediately on hand black-on-white prints up to 18 in. by 24 in. Prints are permanent, can be written, drawn or typed upon. Copytron can be either bought or leased. *Charles Bruning Co., Inc., Dept. RA, 1800 W. Central Rd., Mount Prospect, Ill.*



Journal Lubricating Pad

Positive wicking of oil to the journal is assured in the Absco journal lubricating pad by a specially engineered center section that provides a triple path for the oil. Foam neoprene cores give additional wicking capacity, and oil is distributed over the journal by twisted loop chenille. The pad fits unmodified standard AAR journal boxes and is easily removed. *American Brake Shoe Company, Dept. RA, 530 Fifth Ave., New York 36.*



One-Man Dolly

A three-wheel dolly built for railroad use, model M-200B, weighing 75 lb, has a load capacity of 1,000 lb. The steel load tray is positioned so that the entire unit may easily be "dumped" off the track in an emergency. The two steel load wheels have sealed and prelubricated roller bearings. The outboard wheel is attached to a shaft, held in place by a chain-connected pin. *Transport Products Corp., Dept. RA, 3008 Magazine St., Louisville 11, Ky.*

Transistorized Radio

A new two-way radio has a completely transistorized receiver and power supply and a partially transistorized transmitter. Known as Motrac, the unit measures 3 in. high, 11 in. wide and 17 in. long, weighs about 25 lb. Its low power consumption—only 1.82 amps, is one-third that of regular two-way radios while on standby. The low power consumption characteristics of the Motrac radio will provide a real advantage to radio users in that they will be able to leave the radio turned on to hear messages at all times, even when the automobile motor is turned off, with but little effect on battery life. The new development will be available for operation in both the low (25-54 mc) and the VHF (147-174 mc) frequency bands. The radio provides 25 watts power output in the higher band and either 30 or 50 watts in the lower band. The receiver has an audio output of 5 watts. The new radiophone can be mounted, either in the trunk or under the dash. *Motorola Communications & Industrial Electronics, Inc., Dept. RA, 4501 W. Augusta Blvd., Chicago 51.*

Teletype Tape Punch

A new model 28 tape punch, featuring 100 words per minute operation, receives incoming sequential signals and translates them into perforated code combinations in tape. It types corresponding characters on the tape and provides facility for parallel-wire output of incoming signals for control of external equipment. It measures 9½ in. high, 13 in. wide and 14⅜ in. deep. *Teletype Corporation, Dept. SP-2 RA, 4100 Fullerton, Chicago 39.*

MARKET OUTLOOK *at a glance*

Carloadings Rise 4.9% Above Previous Week's

Loadings of revenue freight in the week ended Jan. 31 totaled 582,636 cars, the Association of American Railroads announced on Feb. 5. This was an increase of 27,089 cars, or 4.9%, compared with the previous week; an increase of 32,104 cars, or 5.8%, compared with the corresponding week last year; and a decrease of 65,336 cars, or 10.1%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended January 24 totaled 553,845 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, January 24

District	1959	1958	1957
Eastern	83,576	87,027	113,512
Allegheny	96,499	100,949	132,329
Pocahontas	49,233	48,077	59,707
Southern	107,498	107,571	123,400
Northwestern	61,313	62,557	72,050
Central Western	108,484	100,679	111,770
Southwestern	47,242	44,228	52,977
Total Western Districts	217,039	207,464	236,797
Total All Roads	553,845	551,088	665,745
Commodities:			
Grain and grain products	51,471	51,506	51,203
Livestock	5,032	5,248	5,635
Coal	110,423	116,364	141,303
Coke	7,887	6,891	13,526
Forest Products	37,211	35,496	39,327
Ore	15,738	16,626	20,143
Merchandise l.c.l.	40,281	44,725	54,179
Miscellaneous	285,802	274,232	340,429
January 24	553,845	551,088	665,745
January 17	586,254	572,886	657,269
January 10	550,090	569,807	680,766
January 3	467,699	472,284	561,201
Cumulative total, 4 weeks	2,157,888	2,166,065	2,564,981
	1958	1957	1956
December 27	431,938	409,598	487,546

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Jan. 24 totaled 6,383 cars, compared with 4,333 for the corresponding 1958 week. Loadings for 1959 up to Jan. 24 totaled 23,808 cars, compared with 16,747 for the corresponding period of 1958.

IN CANADA.—Carloadings for the seven-day period ended January 21 totaled 68,315 cars, compared with 68,297 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 21, 1959	68,315	26,357
January 21, 1958	66,706	30,146
Cumulative Totals:		
January 21, 1959	185,040	73,892
January 21, 1958	184,015	81,700

New Equipment

FREIGHT-TRAIN CARS

► *Soo Line.*—Ordered 100 50-ton box cars, 25 70-ton covered hoppers, 50 70-ton gondolas and 25 70-ton flat cars from company shops.

LOCOMOTIVES

► *Yugoslavia to Buy 40 Diesels Here.*—The Development Loan Fund will lend $5,000,000 to the Yugoslav railway system for the purchase in this country of 40 diesel locomotives. The orders for the locomotives have not yet been placed.

PASSENGER-TRAIN CARS

► *U. S. Government.*—Ordered four two-rail, 18-passenger trolley cars for new Senate subway from ACF Industries. The $363,180 contract also includes an overhead conductor system and a power supply sub-station. The new cars will be built at ACF's Berwick, Pa., plant.

SPECIAL

► *Baltimore & Ohio.*—Has concluded an equipment lease with Morrison Plan, Inc., of Buffalo, N. Y. (an affiliate of Morrison Railway Supply Corp.), involving more than 1,300 units of maintenance of way equipment and more than $4,600,000 in rentals.

► *Chicago & North Western.*—Has budgeted $1,289,000 for roadway machines and mechanized work equipment in 1959. Road has spent more than $1,000,000 annually for mechanized track maintenance equipment in the past two years.

New Facilities

► *Canadian National.*—Ordered equipment from the General Railway Signal Co. for the installation of CTC between Edmundston, N.B. and Napadogan, 113 miles, and between Redditt, Ont., and Anola, Man., 106 miles. Both installations will have the Traffic Master control machine with pushbutton controls and a triple-decked track diagram panel.

► *Chicago & Eastern Illinois.*—Ordered equipment from the General Railway Signal Co. for installation of 40 miles of CTC between Danville, Ill., and Clinton, Ind.

► *Cotton Belt.*—Ordered Motorola "Stan Pac" two-way radios for 30 cabooses and 35 diesel engines.

► *New York Central.*—Has resumed work on the $5 million CTC installation between Buffalo and Syracuse, N.Y., 145 miles. Two of the four main tracks are being removed, and the remaining two tracks are being signaled for either-direction running on each track.

ICC Reports on Erie Wreck

► The Story at a Glance: Failure to deliver a right-of-track train order caused the head-end collision between two Erie passenger trains near Sloatsburg, N. Y., on Aug. 11, 1958. That's the finding of a report by the ICC on its investigation of the accident.

The report, by Commissioner Freas, reviews evidence indicating that several violations of the Erie's train-order rules had been committed in the issuance and handling of the order which didn't get delivered. Thus the Commission's recommendation that the road "take steps to insure full compliance with operating rules."

The accident resulted in the death of two passengers and three train-service employees, and in the injury of 24 passengers, seven train-service employees, three employees not on duty, two railway mail clerks, and one express messenger. Locomotives of both trains were "heavily damaged," and the first car of each train was "destroyed." All other cars were "somewhat damaged."

The accident occurred about three-quarters of a mile east of the station at Sloatsburg where the line is double-track. Two first-class passenger trains were involved eastbound No. 50 consisting of a diesel-electric locomotive and four coaches, and westbound No. 53 consisting of a diesel and five cars, including two coaches on the rear end.

An eastbound freight train coming into the area ahead of No. 50 was authorized by the dispatcher (at Hoboken, N. J.), to use the eastbound track between Newburgh Junction, N. Y., about 11 miles west of the point of collision, and Hillburn, N. Y. To prevent the freight from delaying No. 50, the operator then issued a "19" order to the latter, authorizing it to operate against the current of traffic over the westbound track between Newburgh Junction and a crossover about a quarter of a mile west of the station at Hillburn.

The order was transmitted to the operator at Newburgh Junction for delivery to the crew of No. 50, and to the operator at Suffern, N. Y., (one mile east of Hillburn) for delivery as a "31" order to crews of all westbound trains, including No. 53. No. 50's crew received copies of the order at Newburgh Junction, and that train proceeded eastward from that point on the westward track.

Under applicable operating rules, the operator at Suffern, when notified by the dispatcher that the train order was about to be transmitted, was required to display a red flag or red light from his station, to make certain that a semi-automatic wayside signal (used also as a train-order signal) indicated "stop" to westbound trains, and to block the lever of the interlocking machine used to set the aspects displayed by the semi-automatic wayside signal. These actions would have indicated to the crew of an approaching train that the operator held a train order for them.

They were not taken, the operator becoming preoccupied with a telephone call. He forgot the train order and gave No. 53 a "clear" signal, authorizing it to proceed westward. As it disappeared from view, he recalled the order and made unsuccessful attempts to contact the crews of the two opposing trains by radio telephone.

When each of the engineers saw the other train approaching, he made an emergency application of his brakes. Their speeds were estimated at about 20 mph at the time of the collision which occurred at 5:47 am, when the weather was partly cloudy.

The Commission's report contained a detailed discussion of the applicable operating rules and what they required of the dispatcher and operators. It pointed up the violations as follows:

"The train dispatcher said it is the practice to operate No. 50 against the current of traffic on the westward main track approximately twice weekly to expedite the movement of the eastbound freight train. He said that when these movements are made it is not expected that Form 31 train order addressed to the conductor and engineer of No. 53 at SF interlocking (Suffern) should be completed. Such an order then would necessarily serve as a holding order (keeping No. 53 at SF interlocking). After No. 50 enters the eastward main track at the first crossover west of Hillburn and passes SF interlocking, the train dispatcher annuls the order . . .

"In the instant case the operator at SF interlocking failed to block the lever controlling Signal 36 in a position to cause that signal to display a stop aspect, and to display a red flag or red light as required by the rules when he received the signal '31 West' from the train dispatcher. He did not give the stop-displayed signal until after the order was transmitted, although rules require that the signal be given after the signal '31 West' has been given by the train dispatcher and

King-Size Car: Half of a Winning Combination?

This king-size 20,000-gallon tank car is prototype for fleet to be leased to chemical, food, and petroleum industries by Shippers Car Line division of ACF Industries. H. V. Bootes, Shippers' president, said the combination of king-size cars and incentive rates for volume shipment of low-pressure commodities could help railroads to retain—and even recapture—much of this type of business.

before the order is transmitted. He gave the stop-displayed signal without fulfilling the requirements of the rules requiring the blocking of the signal lever and the proper display of train order signals," the ICC report went on to say.

"The operator at NJ interlocking station (Newburgh Junction) did not give the stop-displayed signal at any time while handling the Form 19 order, although the rules require that that signal be given after the signal '19 East' has been given by the train dispatcher and before the order is transmitted.

"The train dispatcher failed to require both operators to give the stop-displayed signal at the time specified by the rules. Both the night chief train dispatcher and the train dispatcher said that it has been the practice to give the stop-displayed signal after transmitting the order when a Form 31 train order is involved. Further, the train dispatcher said that it is not the usual practice to give the stop-displayed signal when a Form 19 train order is involved."

Gurley to Retire

Fred G. Gurley, chairman of the Atchison, Topeka & Santa Fe, will retire from that post Feb. 28. He will continue as a director. Mr. Gurley joined the Santa Fe as a vice president in 1938, became president in 1944 and has been chairman since May 1957.

RR Tax Freeze?

PSC proposes relief plan for railroads in New York

The New York Public Service Commission has recommended a two-year "freeze" on real estate taxes of railroads operating in the state.

The PSC, expressing fears for the future of railroad passenger service, also recommended:

- Government subsidy "where and when necessary," along with correction of tax inequities and tax exemptions.
- Creation of a state office of transportation to seek railroad relief measures on both an intrastate and interstate basis.

(Almost simultaneously, Governor Nelson Rockefeller announced the appointment of Robert W. Purcell, a former associate of the late Robert R. Young, as a special consultant on commuter problems. It was generally believed that Mr. Purcell would head the state transportation office which the legislature is expected to set up.)

New York Central President A. E. Perlman expressed disappointment that the PSC did not itself recommend measures to correct tax inequities. A "freeze," Mr. Perlman declared, "merely solidifies the present injustice, for local real estate and special franchise taxes alone, just on commutation facilities, drain 30 cents out of every dollar the commuter now pays for railroad service. What is needed now, as a minimum, is complete exemption of railroad passenger facilities from local taxation."

The PSC report also recommended that the legislature take a new look at the state's full-crew law, which railroads claim adds $6,000,000 a year to their operating costs.

C&O Offers First TOFC Service on Two Routes

Chesapeake & Ohio makes its first venture into piggyback this month, with overnight service between Chicago and Detroit and Chicago and Cincinnati. Common carrier truckers' trailers will move in newly-scheduled TOFC-merchandise freight trains over the two routes.

C&O Vice President Owen Clarke said the move is "just a start. We are already considering points to which service could be extended and will add more flat cars as the business increases."

The road ordered 50 85-ft flats from American Car & Foundry Division of ACF Industries as a starter. C&O said it will continue to develop Railvan, the combination vehicle with two sets of wheels for rail and highway travel.

FREIGHT CAR OUTLOOK *(Continued from page 10)*

and in condition to handle this increased business."—*Paul M. Ashe.*

CENTRAL WESTERN.—"Inquiries develop no anticipated car shortage Central Western region next quarter although heavy storage grain movement during quarter may make temporary tight supply of box cars. Others seem in adequate supply."—*W. G. Koplin.*

PACIFIC NORTHWEST.—"Only occasional car shortage has occurred Pacific Northwest board territory. However, lumber and plywood people in hearing Portland Jan. 30 declared serious shortage starting April anticipated as severe as shortage 1950. Partial responsibility laid to carriers' failure to build adequate supply double door box suitable for mechanical loading, particularly eastern lines, also failure eastern lines return double door cars to originating carriers and to circuitous routing. No reported car shortage other type equipment."—*R. G. Scearce.*

NORTHWEST.—"At our meeting in St. Paul last week forecast of carloadings during first quarter 1959 was reviewed and all railroads anticipate adequate car supply. No car shortage expected next three months unless some unforeseen movement or condition develops."—*Pete Stallcop.*

Generally, the bad order picture is considerably gloomier in the East than in the West. The Pennsylvania, Reading and Jersey Central, for example, have bad order ratios of about 25 per cent. At the opposite extreme are roads like the Santa Fe, which has brought its percentage of unserviceable cars down to 2.8 per cent (excluding refrigerator cars).

Railroads have not been blind to the gravity of the bad order situation, and many are taking massive strides to put their fleets back into condition for the expected traffic upturn.

The Pennsylvania, to take one striking example, is rebuilding or repairing 18,702 cars this year—about half of its unserviceable fleet. Already, 500 hoppers have been completely rebuilt, and work has begun on rebuilding 3,000 gondolas. In addition, Class 1 and Class 2 repairs have been scheduled for 5,196 cars, and Class 3 repairs for 10,006 cars.

The Jersey Central had planned a program that would have reduced its bad order ratio to 16.3 per cent by the end of 1959, but has postponed it due to declining revenues—partly stemming from the current tugboat strike in New York. The Reading, with a 25.2 per cent bad order ratio, similarly reports that its car repair program is "still being retarded by business conditions."

Some shippers feel that any repair programs launched now will fail to avert threatened shortages this year. They point out that, oftentimes, months must elapse between the time money is appropriated for a repair program, and the time repaired cars roll off the line.

This time lag, they feel, may mean trouble—soon.

People in the News

Leo J. Lynn
PRR

W. R. McDowell
T&P

CALIFORNIA WESTERN—**A. T. Nelson**, vice president and general manager, Fort Bragg, Cal., retired Dec. 31. **John H. Gray**, vice president, appointed general manager.

CANADIAN NATIONAL—**G. S. Young**, regional supervisor of wage bureau, appointed regional labor relations officer. **W. J. Milks**, personnel assistant, named regional personnel officer, Central region, Toronto.

A. R. Penney, division engineer, St. John's, Nfld., appointed to the newly created position of district engineer, Newfoundland district. **Aubrey L. Bates**, assistant division engineer, St. John's, named assistant district engineer, Newfoundland district.

T. A. Hooker, industrial agent for the CNR in England, promoted to newly created post of development and research officer in London.

W. E. R. Dale, district freight agent, Prince George, B.C., appointed personnel assistant to general freight traffic manager, Montreal.

DULUTH, MISSABE & IRON RANGE—**R. H. Nelson**, assistant to vice president, elected secretary and treasurer, Duluth, Minn., succeeding **A. E. Arneson**, who retired Dec. 31.

FLORIDA EAST COAST—**J. M. Wolfe**, principal assistant engineer, St. Augustine, Fla., appointed chief engineer there. **J. D. Free**, assistant engineer, named construction engineer, St. Augustine.

GULF, COLORADO & SANTA FE—Effective Jan. 1, the Gulf division abolished and the territory comprising the Gulf Lines sub-divided into the Southern division, headquarters Temple, Tex., and the Northern division, headquarters, Fort Worth, Tex.

J. W. Murphy appointed superintendent of terminals, Galveston.

INTERNATIONAL UNION OF RAILWAYS—**Professor Heinz Maria Oeftering**, first president German Federal Railroad, elected president of the International Union of Railways (UIC) for a two-year period, succeeding **Louis Armand**, former director general, French National Railroads, now president of Euratom. The UIC was founded in 1922 to improve international freight and passenger traffic in Europe.

KANSAS CITY SOUTHERN—**S. L. Smith** appointed bridge engineer, Kansas City, Mo., to succeed **R. R. Cosby**, who retired Dec. 31, 1958.

LEHIGH & NEW ENGLAND—**E. C. Kaiser** appointed assistant general manager, at Bethlehem, Pa., until Jan. 18, when his office was relocated in the former Bath Station, Bath, Pa. Mr. Kaiser will be in charge of operations and equipment. The superintendent of equipment, trainmasters—road foremen, day chief train dispatcher, and supervisor of stations and safety will report to the assistant general manager. All train orders will be issued over the signature of the assistant general manager. **F. M. Manson** appointed superintendent of equipment, Pen Argyl, Pa. Abolished positions of chief mechanical officer and general car foreman, formerly held by Messrs. **Kaiser** and **Mason**.

LONG ISLAND—**J. V. Calvin**, deputy comptroller, Jamaica, N. Y., retired.

MAINE CENTRAL—**John P. Scully**, manager industrial, real estate and tax department, Portland, Me., appointed executive assistant there, succeeding **Frank A. Murphy**, who retired Dec. 31, 1958.

MISSOURI-KANSAS-TEXAS—**J. T. Stephenson**, comptroller, Denison, Tex., appointed vice president and comptroller.

A. F. Winkel, assistant general manager, Dallas, Tex., named vice president-personnel.

L. M. Stuart, general superintendent transportation, Denison, retired.

R. B. George, superintendent, Waco, Tex., transferred to Denison, Tex. He will also assume the duties of superintendent of transportation, replacing **L. M. Stuart**, who retired Jan. 1. **O. L. Crain**, superintendent, Parsons, Kan., retired Jan. 1.

V. K. Moyer, manager, mail, baggage and express, Dallas, Tex., appointed passenger traffic manager there, to succeed **T. C. Connally**, named district sales manager, San Antonio, Tex.

PENNSYLVANIA—**Leo J. Lynn**, assistant manager, coal traffic sales and rates, Chicago, promoted to manager, coal traffic sales and rates there, to succeed **Martin E. Klein**, who retired Dec. 31, 1958. Mr. Lynn's successor is **William B. Neal** (RA, Jan. 19, p. 145).

Edgar A. Harding, assistant district passenger manager, appointed district passenger manager, New York, succeeding **Henry G. Allyn, Jr.**, named manager of freight sales and services, Buckeye Region, Cincinnati.

TEXAS & PACIFIC—**A. C. LaCroix** appointed superintendent of motor transport, Dallas, Tex., replacing **O. E. Bellomy**, deceased.

C. A. Boyd appointed trainmaster, Marshall, Tex., succeeding **L. M. Hill**, assigned other duties.

W. R. McDowell, general attorney and commerce counsel, Dallas, appointed general counsel there. **William C. Dowdy, Jr.**, attorney, named general attorney, Dallas.

TORONTO, HAMILTON & BUFFALO—**H. W. Price** appointed general auditor, Hamilton, Ont., succeeding **C. M. Dent**, who retired.

OBITUARY

H. T. Lively, 70, retired chief counsel, **Louisville & Nashville**, died recently in Dallas, Tex.

William F. Peterson, assistant to the president, **Rock Island**, and vice president and general manager, **Rock Island Motor Transit Company**, Des Moines, Ia., died Jan. 27 in Chicago.

P. C. Morales, retired chief mechanical officer and assistant general manager, **National Railways of Mexico**, died Jan. 24. At the time of his death, Mr. Morales was technical advisor to the general manager of the road.

Supply Trade

T. E. Smith has been named manager, Eastern district, Industrial Products division, **Automatic Electric Sales Corporation**, New York. Mr. Smith was formerly East Central district manager. **D. W. Buehrer**, sales representative, Chillicothe, Ohio, territory, appointed manager, Central district, Northlake, Ill. **M. L. Markey**, sales representative, Los Angeles, Cal., named Western district manager, at that point.

F. Harold Williams, manager of the railway sales department of **SKF Industries, Inc.** at Philadelphia, Pa., has been appointed general manager of the newly created Hornell (N.Y.) division.

Control of the Reed Instrument Bearing Company has been acquired by SKF Industries. **O. M. Bergethon**, Reed's director of operations, will be general manager.

Union Tank Car Company, Chicago, has announced that **Graver Tank & Manufacturing Company, Inc.**, East Chicago, Ind., a subsidiary of Union Tank, became a division of the company, effective Jan. 1.

White Manufacturing Company, Elkhart, Ind., has named **Robert J. Passani** of New York to handle eastern railway sales, succeeding **Edward R. Mason**, retired.

Lovell Shockey, development engineer, Industrial Division, **National Malleable & Steel Castings Company**, has been appointed sales manager of the Cleveland works, succeeding **Donald L. Griffith**, who has been named sales coordinator. **Leslie N. Schuman** has been named head of the new product engineering department of the Industrial Division. **Charles Schneider**, sales representative, succeeds Mr. Schuman as general superintendent of Cleveland works. **Robert D. Everett** named general superintendent, Melrose Park Works.

Edward Utley Thomas has joined the Railroad Products Division, **Servo Corporation of America**, New Hyde Park, Long Island, N.Y., as development engineer. Mr. Thomas was formerly with Union Switch & Signal Company.

Frank U. Hayes has been appointed president and general manager of **Sperry Products, Inc.**, Danbury, Conn., succeeding **J. B. Farwell**, who remains board chairman. Mr. Hayes was formerly vice president and assistant general manager of the Ballard Company, Bridgeport, Conn.

H. G. Witmer has been appointed manager of railway equipment engineering, **Union Switch & Signal Division of Westinghouse Air Brake Company**, Swissvale, Pa., succeeding **Herman G. Blosser**, who retired Jan. 31. Mr. Witmer was formerly section engineer, electrical components section.

Frank U. Hayes

H. G. Witmer

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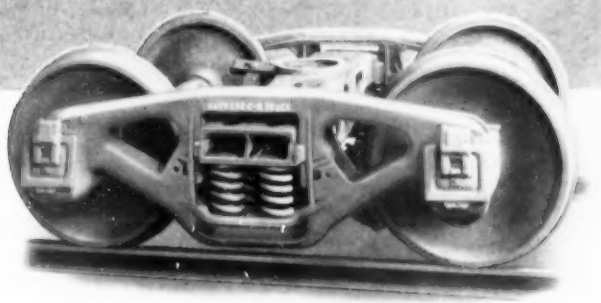

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You Ought To Know...

Cargo-carrying capacity of American Airlines will be doubled when conversion of ten DC-7B passenger planes to cargo aircraft is completed. The 350-mph planes are being replaced in passenger service by jets and turbo-prop craft.

The Illinois Supreme Court has refused to review a lower court decision ordering New York Central to resume Michigan Central passenger operations at Illinois Central Station in Chicago. NYC had transferred 10 MC trains to LaSalle Street Station early in 1957. IC filed suit, seeking to enforce a succession of joint facility contracts providing for use of its station.

Reapportionment of the costs of grade crossing construction at new highways has been proposed in Albany by the New York State Association of railroads, representing 16 roads. The railroads are asking that the state pay 70 per cent, municipalities 15 per cent and the railroads the remainder for such construction. At present, the railroads foot 50 per cent of the bill. The association is also seeking tax exemption on all properties used for passenger service.

Anti-"featherbedding" editorials in the Washington Daily News and The Christian Science Monitor have been answered by Chairman G. E. Leighty and Executive Secretary A. E. Lyon of the Railway Labor Executives' Association. Mr. Leighty told the News that labor costs, accounting—he said—for only about 12 per cent of passenger service costs, "clearly are not a significant factor in passenger train deficits." Mr. Lyon wrote the Monitor that "the railroads actually have benefitted far more than most other industries from the continued high productivity of the workers they constantly try to discredit."

Discontinuance of all passenger trains on its St. Lawrence Division in upstate New York is being sought by the New York Central. NYC says the division showed a loss of $117,000 during the first nine months of 1958. The New York Public Service Commission recently ruled that nearly all trains on the division must be kept operating. Now the Central is appealing to the ICC under provisions of the Transportation Act of 1958.

Chicago & North Western's available net income for 1958 will be sufficient for the road to pay the equivalent of three years' interest on its Second Mortgage 4½ per cent convertible income bonds, in addition to the annual First Mortgage sinking fund requirement. C&NW cut its operating ratio to 82.9 in 1958 (down from 85.4 per cent last year) and posted net income of $2,820,095, after fixed charges and other deductions. C&NW lost $415,524 in 1957.

Problems and prospects for 1959 in transportation will be discussed by over 400 leading shippers, receivers and carriers of rail freight at the 22nd annual meeting of the National Association of Shippers Advisory Boards in St. Louis, Feb. 9-11. Daniel P. Loomis, president of the AAR, will be one of the principal speakers.

Snow-snarled motor traffic brought the Chicago Transit Authority 102,000 extra customers. A series of January snow storms also put other thousands on the city's commuter railroads. The storms, CTA General Manager Walter J. McCarter commented, "clearly demonstrated the advantages of off-street rapid transit, which generally is not severely impaired by adverse weather conditions."

A strictly practical stand on the maintenance of passenger service is taken by Wisconsin's Public Service Commission. Need for service, the commission notes in its biennial report, "is evidenced by use (and demonstrable potential use) and not by some theoretical statement as, 'Of course the town must have passenger train and local bus service'."

Wage increases totalling nearly 10 per cent are included in the terms of a new three-year agreement between Canadian National and 11,000 employees represented by the Brotherhood of Railroad Trainmen. A number of rule changes are also provided.

The Southwest Shippers Advisory Board is getting results from a joint industry-railroad line-haul and terminal service committee. The committee, formed to bring about improvements in car movement through terminals, has already investigated several shipper complaints. According to the board, "in each instance, necessary corrective action [has] been taken."

Jade green box cars with a new oval herald are in operation on the New York Central. Twelve cars have been repainted to test a new design experimentally. The results hoped for: easy readability, attractive appearance and advertising value.

"Discriminatory" and "unlawful" are terms the Railway Labor Executives' Association is using to brand an ICC move knocking out a job protection agreement in the pending reorganization of the Florida East Coast. The railroad and the unions had agreed, RLEA says, to job reduction through natural turnover. "Burdensome" and "intolerable," said the ICC.

Ocean trade supremacy will be studied by a six-man group of Canadians. Representing Alberta, Saskatchewan, Manitoba, Ontario and the Great Lakes ports of Port Arthur and Fort William, the group will be concerned with reaping maximum advantages from the St. Lawrence Seaway. Primary objective: to compete with Duluth by making it cheaper for truckers to haul from the Canadian ports.

Passenger promotions apparently staved off a sharp drop in 1958 Missouri Pacific passenger revenues. MoPac ended the year with revenues 6.5 per cent under 1957 levels—after fighting back from a 16.3 per cent decline early in the year.

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Vested Interest in Inefficiency?

Railroads have got to persuade shippers and regulators that the railroads' first duty is to provide efficient transportation.

Recently there was a "public hearing" on a railroad proposal to give all gallons in a tank car in excess of 10,000 a discount of 30% from the regular rate. The purpose is to encourage the use of large-size tank cars—since the cost to a railroad of moving a 20,000-gal. car is only fractionally higher than that of a car of half that capacity.

There were a good many shippers present who favored the project, but there was a considerable group that did not. Some of them have a substantial investment in small-size tank cars. One shipper said he just could not gear his operations to a large-size tank car—but some shippers have geared their operations to barges—one of which handles a trainload.

To thrive today—and hold their own competitively—the railroads must reduce their costs wherever they can, and reflect reduced costs in competitive rates. They have a selling job to do to show shippers and regulators that such a course is necessary in the public interest.

Highways to Bankruptcy

Besides being as efficient as they can, railroads have also got to strive for a fairer basis for meeting government-financed competition. There's a new book, to be published next week, that sheds a sidelight on this problem. It tells how the big cities are being ruined by poor planning—poor transportation planning especially. The author is Economist Wilfred Owen. The book's title is "Cities in the Motor Age" (Viking Press).

"After 50 years of the automotive age," Author Owen reports, "we are beginning to wonder if cars and crowded highways are really the best possible way to get around. . . . The trip from Midway Airport to Chicago's Loop is a good sample of the depth and magnitude of a city's blight. . . . Walk through the slums of Brooklyn, Philadelphia or Baltimore. See how thoroughly Los Angeles has stripped itself of what Southern California had to offer."

People are forsaking the big cities in droves, leaving behind them slums and low-income inhabitants. Cities' costs don't decline, but their property values and tax revenues do.

If the highway planners destroy parks, businesses, real estate values, and public convenience —well, that's not their worry.

It would plainly be the part of wisdom to go slow with the federal highway program temporarily—pending critical examination, to find out where it may be doing more harm than good.

"Diversification"—a Must

In this issue, President Norris R. Crump of the Canadian Pacific points out in an interview the extent to which his company has diversified into other forms of transportation. It is the largest operator of motor trucks in Canada. The Canadian Pacific's airline is a world-wide business, and will soon be permitted to operate, on a limited basis, across Canada. As an operator of ocean vessels the company is almost as well known as it is in the railway business.

In contrast to the freedom the CPR has enjoyed in thus diversifying—the US railroads are everywhere limited and hamstrung. They engage in highway hauling to some extent—but only under severe restrictions. They are practically prohibited from providing waterway transportation. And, as for the air, there *were* two railroads in it—the Santa Fe and the Boston & Maine—and the air transport regulators kicked them out.

Has the CPR "established a monopoly"—or done any of the other evil things that opponents insist railroads do when permitted to provide other kinds of transport service? Of course not. These other types of transportation are given strength and stature by having such a strong company as CPR in their business. Diversification by railroads in the US would be no less beneficial to the public than it obviously is in Canada.

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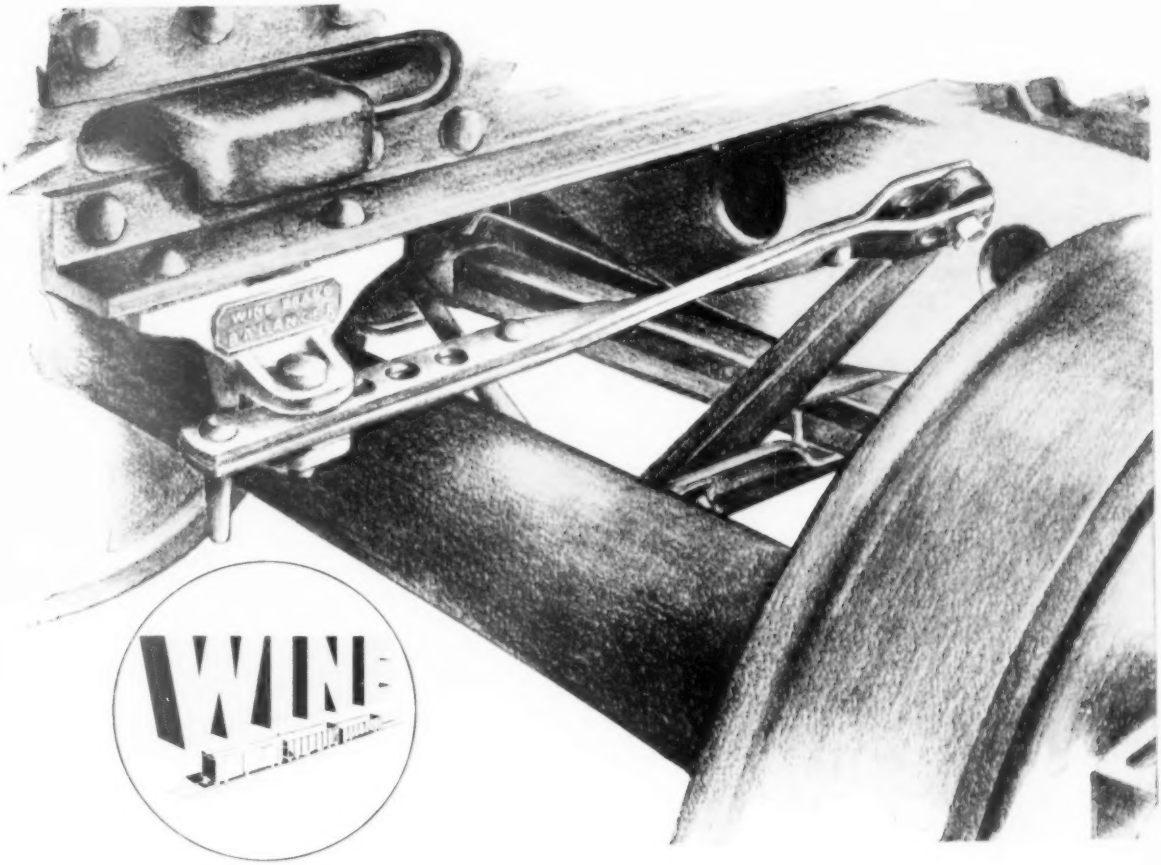

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